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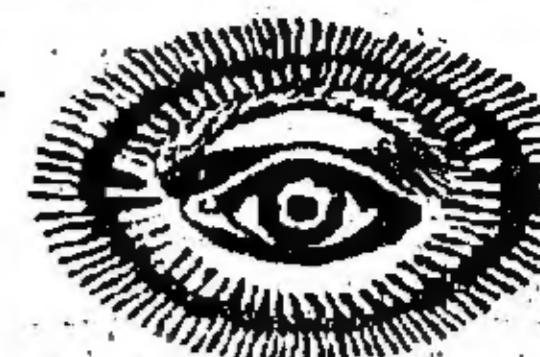
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'GREAT MENTAL AGILITY'

TSANG ON-WING—TRUSTED CUSTODIAN

MR. POTTER'S ARGUMENTS

Treasury Case Centres on Stolen Cheques

POSITION OF MESSRS. MESSER AND BLACK

Mr. Eldon Potter, K.C., counsel for the Treasury, opened his final address to the jury this morning—the seventeenth day of the hearing—at the Supreme Court before the Chief Justice, Sir Henry Gollan and a special jury.

Counsel dealt at great length with the alleged criminality of Tsang On-wing, the trusted custodian of Government cheques, and the basic foundation of his arguments was in the main centred on the sixty cheques which had been extracted from two Treasury cheque books. He argued that no sane man who was about to defraud the Government would steal the cheques for the purpose when all he had to do was to write out the cheques and then obtained the signatures of both Mr. Messer and Mr. Black by some means.

VERDICT WILL BE MOMENTOUS

Rising to make his final submissions to the jury, Mr. Potter said that it was a matter for congratulation now that the end of the case was approaching. He also congratulated the jury on the patience they had shown, and asked them to bear in mind that their verdict would be a most momentous one which would be of vital importance to both Mr. Messer and Mr. Black in their capacity as Government officials. The importance was such that it hardly needed comment. That it was of importance to Tsang On-wing was obvious because he had been charged with criminality—a co-conspirator of Carvalho Yeo.

Facilities Given

Counsel then went on to say that a great deal had been said about the case by outside people, and that the jury would have to obliterate all what they heard outside of the Court.

He mentioned, in passing, that when the fraud was first discovered, the Government had afforded every facility to the Bank, irrespective of the fact whether the Bank was in the right or wrong. That the Bank was also interested was obvious. The Government had also given every facility to the defence with the view of establishing Yeo's true position in the matter. No fewer than 18,000 cheques had been placed at the disposal of the defence for them to make their analysis.

Three Issues

Dealing with the fact whether the cheques were forgeries or not, Mr. Potter submitted that in reality there were three issues which the jury had to consider. The first was the alleged participation of Tsang. Secondly, whether the cheques were, in fact, forgeries; and, thirdly, whether or not Tsang On-wing had known that the sixty cheques had been fraudulently extracted from the Government cheque books.

The foundation of the case, counsel added, centred on the theft of the sixty cheques. That was the point which the defence could not reconcile because the alleged forged cheques were three out of the sixty. Also, there was the fact that the signatures of Mr. Black on the three disputed cheques had no resemblance to any of the 18,000 signed by him since he joined the Treasury staff.

Brilliant Analysis

Proceeding, Mr. Potter said that the evening papers yesterday had made a brilliant analysis of Mr. Jenkins' speech. He was also aware of his friend's ability, but it nevertheless was a significant fact that Mr. Jenkins had absolutely left untouched, and had not even made any attempt to reconcile, this point. Mr. Jenkins had not said a word in reference to the fact that three of the sixty cheques stolen had been used for the purpose of defrauding the Treasury.

The fact that the disputed cheques were part of the stolen lot showed clearly that they could be nothing else but forgeries, otherwise why should the cheques be stolen? That was a question which the defence had not touched upon because an answer could not be found to it. It was inexplicable. That point had been raised in Yeo's trial and Professor Shellshear had said that it was too speculative for him.

HAGEN LEADS IN BIG CONTEST

PERFECT PLAY

LARGE GALLERY ENTERTAINED AT MOORTOWN

NO NOTABLE FAILURES

London, Yesterday. Play in the second round of the 1,000 guineas golf contest was witnessed at Moortown, Leeds, today.

The score of the highest qualifiers is 152.

There were no notable failures. Turnesa qualified by winning a replay over nine holes for the last place.

Hagen, who returned a score of 70, entertained a large gallery with perfect play. He missed two yards at the 10th and 11th holes, but holed out many long ones and turned at 36.

Second round scores and aggregates follow:

W. Hagen (American)	69-70=139
Al. Watrous (American)	70-72=144
Leo Diegel (American)	71-73=144
A. Compston (Coombe Hill)	71-73=144
Abe Mitchell (private)	71-74=145
E. Whitcombe (Bournemouth)	71-73=146
Geo. Duncan (British, unattached)	71-73=146
J. Jurado (Argentine)	74-74=148
Ed. Dudley (American)	73-76=149
W. Davies (Wallasey)	76-73=149
A. Havers (British, unattached)	76-74=150
Bert. Hodson (Newport)	72-78=150
H. C. Tolly (Foxglove)	77-73=150
G. Collett (Lamley Park)	76-75=151
F. Robson (Coden Beach)	74-77=151
H. Tornes (American)	75-77=152
J. Turnesa (American)	75-78=153

LADIES' CHAMPIONSHIP

Prospects of British-American Final

London, Yesterday. At St. Andrews the most severe thunderstorm in the history of the event broke when the Ladies' Golf Championship was resumed today.

Miss Wethered was drenched, and left her ball on the third green. She returned to find the hole hidden by a pool of water.

Miss Collett was more fortunate, playing near shelter.

A British-American final is regarded as certain.

Miss Wethered beat Miss Shawan (St. Rule), 5 and 3.

Miss Collett beat Miss Brown (Formby), 4 and 2.

Miss Hollins beat Miss Boothby (America), 6 and 5.

Fourth Round

In the fourth round Miss Wethered beat Mrs. Garon (the Essex international) by 5 and 4.

Miss Collett beat Mrs. Mulqueen (Canada) by 7 and 6.

Mrs. Guedella (formerly Edith Leach) beat Miss Hollins by 4 and 3.

Miss Enid Wilson, Miss Doris Park, Miss Molly Gourlay, Mrs. Watson and Miss Pyman complete the last eight.—Reuter.

writing if the signatures were all right? And yet here was the man of great mental agility risking detection by writing the cheques in his own writing. What else did Tsang do? He had not only acted quite foolishly, if the defence allegation was true, by filling the cheques in his own writing, but went so far as not to make any entry in his books. That was certainly the last nail in his coffin.

If Tsang had guilty knowledge, he was the whole thing—if he was, in fact, the prime mover in the swindle—then could anyone believe that Tsang could stand the severe cross-examination? Even a most hardened criminal would give way in some form. Tsang's demeanour all through had shown that he could not be guilty.

Continuing, Mr. Potter said that the defence had described Tsang as a man of great mental agility—man who knew how to anticipate questions and had taken pains to prepare his defence even before the discovery. Dr. Shellshear had said that for a man to carry out that colossal fraud he must necessarily be a man of iron nerve. All these had been attributed to Tsang, and yet what did he do?

An Astute Criminal

He was an astute criminal who took three cheques and wrote on the bodies of them quite undisguisedly, in his own handwriting. Could any one believe that this astute criminal, this man of great agility did not know that the Bank would have to pay out irrespective of the hand-

DOWN WITH TORIES!

MINERS' FEDERATION'S ELECTION MANIFESTO

"GIVE LABOUR A CHANCE"

London, Yesterday. The Miners' Federation election manifesto urges mine-workers to seize the priceless opportunity to strike a blow at the authors of their sufferings and show by their votes their detestation of the Tory Government, which in 1926 became the executive of the coal-owners."

The manifesto also appeals to shopkeepers and business people to make common cause with the mine workers and help to give Labour an opportunity to succeed where the older Parties have lamentably failed.—Reuter.

SULTAN OF JOHORE

OFFICIAL CORRECTION OF A MIS-STATEMENT

ON SHORT TOUR

London, Yesterday. The Colonial Office issues a correction of the statement in the Press to the effect that the Sultan of Johore might not be returning to Johore. The Colonial Office states that this is entirely without foundation. His Highness's short tour to Europe, which he intends to be as private as possible, is being undertaken mainly on medical grounds and he contemplates returning to Johore towards the end of the year.—British Wireless Service.

MARCH TOGETHER

WHAT BRITAIN CANNOT BE EXPECTED TO DO

Premier's Views

London, Yesterday. Mr. Baldwin, speaking at New-

port, said that foreign nations must not expect us to do all the disarming and debt paying. That was not the spirit of the League Covenant.

We had all got to march together and we were marching with the quickest, but other nations cannot lag indefinitely behind.—Reuter.

MR. HARRY SINCLAIR

RE-ELECTED CHAIRMAN OF OIL CORPORATION

STILL IN PRISON

New York, Yesterday. Mr. Harry Sinclair has been re-elected Chairman of the Consolidated Oil Corporation.—Reuter's American Service.

[Mr. Sinclair is at present serving a sentence of three months' imprisonment for Contempt of Court.]

PRINCE GEORGE

ACADEMIC HONOUR FOR HIS ROYAL HIGHNESS

VISITS EDINBURGH

London, Yesterday. Prince George visited Edinburgh to-day to open the new Department of Zoology at Edinburgh University. Afterwards, an honorary degree of Doctor of Laws was conferred upon him.—British Wireless Service.

WAR MATERIAL

DESTINED FOR CHINA VIA BELGIUM

NOT TO BE PROHIBITED

Brussels, Yesterday.

The Cabinet has approved of the text of the bill repealing the measure prohibiting the transit through Belgium of war material destined for China.—British Wireless Service.

Spain will be represented at the International Postal Congress in London by a delegation with the chief of the postal service at its head.

The bad ice conditions in the Southern Baltic recently caused the suspension of the ferry between Gedser (Denmark) and Wamemuende (Germany).

The Government of the Straits Settlements has decided to acquire a piece of land for a civil aerodrome in Singapore. The Commissioner of Lands will move a special provision of \$50,000 for that purpose at the Legislative Council.

TWO KWANGS NOW "WAITING"

MOVES IN NORTH

Possibility of Union Against CHIANG OR FENG?

WEST RIVER MINES

From Our Own Correspondent.

Canton, Yesterday.

The situation appears to be very much quieter and it would seem that each political party is waiting for the other to move. The Kwangsi and the Kwangtung parties seem desirous of waiting for Marshals Feng Yu-hsiang and Chiang Kai-shek to move against one another, when they will unite, so reports go, and present a united front against the North, who ever comes out top.

In the meantime it would appear that both Feng Yu-hsiang and Chiang Kai-shek intend sitting on the fence and watching developments down here.

The question remains, as ever, who can sit out the longest?

Fall of Waichau

Canton, To-day.

Northern cruisers have arrived in Swatow to co-operate with Gen-

"SQUEEZE" RING

MONEY COLLECTED FROM FOUR HAWKERS

WHERE IS IT?

Mr. N. L. Smith presided in the first Court at the Central Magistracy, this morning, and heard the case in which a Chinese named Ho Yau, alias Tau Pei Yau ("Pock

Marked Yau") was charged with obtaining \$3.40 from four hawkers by false pretences.

The hawkers, two licensed and two unlicensed, were accused by the accused at about noon on Sunday last whilst they were selling laiches at various points in Connaught-road West.

Accused was alleged to have asked each one of the four hawkers whether he was paying any money to the plain-clothes constables attached to the Hawkers' Department of Police Headquarters. Three of the hawkers, who had been hawking in Hong Kong for some years understood what the accused meant, because they had paid "tea money" to constables in previous years, and replied that no one had been to collect from them for some time.

To these three men the accused said: "I am collecting now." He made each of them fork out 80 cents.

Passwords!

The fourth man, who had been in Hong Kong for only several days, was hawking without a licence and was made to pay \$1. He gave the money because the accused told him that by using a password which he would give him, the hawker would be immune from arrest by any constable for one week.

To the four hawkers concerned, the accused gave different passwords, namely, "No. 9," "No. 10" and "No. 12."

A Chinese constable named Lam Ting on the following day arrested one of the licensed hawkers for selling laiches within market limits.

This man protested saying that he had paid 80 cents tea money to the collector "Tau Pei Yau" only the previous day.

Constable's Assertion

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NOTICES.

THE CANTON INSURANCE
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NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on THURSDAY, the 23rd May, 1929, at Noon, for the purpose of receiving the Report of the General Agents, together with Statement of Accounts for the year ended the 31st December, 1928.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 9th to the 23rd May, 1929, both days inclusive.

JARDINE MATHESON & CO. LTD.,
General Agents.
Hong Kong, 2nd May, 1929.

UNION INSURANCE SOCIETY
OF CANTON, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11 o'clock a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

THE CHINA FIRE INSURANCE COMPANY, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.15 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

BRITISH TRADERS' INSURANCE COMPANY, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT the SIXTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.20 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

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NOTICES.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of Voting Members will be held in the Jockey Club Room, Hong Kong Club Annex, on FRIDAY, 17th May, 1929, at 5.10 p.m.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 30th April, 1929.

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, May 18 and on MONDAY, May 20, 1929, commencing at 3 p.m.

The first bell will be rung at 2.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each per day up to Friday, May 17, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2 per day.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

NO CHILDREN allowed in either enclosure on any pretext.

Hong Kong, May 13, 1929.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 21st day of May, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

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HIDEOUS ADVENTURES OF
GERMAN SUBMARINES

"RAIDERS OF THE DEEP"

An American author, Mr. Lowell Thomas, has personally interviewed one of the German "U" boat survivors, and in a new book, "Raiders of the Deep," he gives much valuable information. He tracked down such men as officers of the "U" boat which sank the "Lusitania," and other "aces."

"Submarine Room"

At the German Naval Officers' Club there is an inner sanctum, a submarine-room, the only place of its kind in Germany, which is covered with photographs of submarine commanders—the dead.

They included the commander who sank the "Lusitania" and the fresh-faced youth who laid the mines that sent Lord Kitchener to the bottom, and the one who sank the British warship "Formidable," as well as the three who took their last dives when they matched their wits against Admiral Gordon Campbell.

No fewer than 85 commanders, we learn, went down in the "U" boat operations off the coast of Flanders.

The Phantom Submarine

A ghastly story concerns the U-31, which never came back. Weeks and months went by and nothing was heard of her. She had simply vanished, and we supposed she had struck a mine. Six months later she created sensations as the phantom submarine.

The narrator is Baron Von Spiegel, new a German representative of an American motor car.

DON'T WASTE
WATER!

"No children allowed in either enclosure on any pretext."

Hong Kong, May 13, 1929.

"A U" boat above water nosed its way slowly along. Nothing seemed amiss. It looked trim and menacing, as if ready to dive and launch a torpedo at any moment. It was drifting before the wind though, and finally ran ashore on the eastern coast of England. Astonished fishermen sent out an alarm. Naval men came hurrying.

The "U" boat lay rocking, aground on a sandbar. They boarded the craft, took her in tow to harbour and discovered an eerie riddle.

"The "U" boat, which was the same "U" 31 that had left port that Friday, the 13th, six months before, was in perfect order. She might be on active cruise, save for one thing. Officers and men were

had encountered no trouble in getting to the surface. The record made humdrum reading, until it suddenly broke off that day six months before, and after that a mysterious blank.

"It was a nine-days' wonder. This dead man's boat had seemingly been cruising around for six months over the heavily-patrolled water of the North Sea. It sounded like a case of spooks. Naval men could only find one explanation for the unearthly phenomenon, and this explanation is no doubt the true one.

"The "U" boat had gone to the bottom for the night, as was often done. Officers and men had turned in to sleep, while the craft lay secured on the floor of the sea. In that case, one man would very likely have been tempted to take a comfortable nap, too; a nap from which he never awoke.

The Mystery Explained

"Poison gases, such as sub-marines, particularly of the older types, were likely to generate, had crept into the places where the men lay, and had suffocated them as they slept. Then the boat lay on the bottom. The compressed air leaked little by little.

"As months after month went by it gradually blew the tanks until, finally, the boat was buoyant enough to rise to the surface. Its resting place on the bottom had been near the coast, and in a few hours it had drifted to shore."

"Here is a remarkable story of an event in the Mediterranean in November, 1917, told by Comdr. Von Arnould: "The amazing thing happened while I was dozing off. Prince Sigismund and Lauenberg

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S.S. "NIPON" Sails hence on or about 11th June.
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HOMWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "ROSANDRA" Sails on or about 29th May.
M.V. "ROMOLO" Sails on or about 7th June.
S.S. "Fiume" Sails on or about 13th June.
S.S. "VENEZIA" Sails on or about 25th June.

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TAIYO MARU Wednesday, 29th May.

TENYO MARU Wednesday, 12th June.

SEATTLE VICTORIA via Shanghai & Japan Ports.

IYO MARU Monday, 20th May.

SHIDZUOKA MARU Monday, 17th June.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 18th May.

KATORI MARU (Calls Lisbon) Saturday, 1st June.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU Wednesday, 22nd May.

TANGO MARU Wednesday, 29th June.

BOMBAW via Singapore, Penang, & Colombo.

† PENANG MARU Tuesday, 28th May.

SADO MARU Tuesday, 11th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

GINYO MARU Thursday, 30th May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Friday, 7th June.

NEW YORK via PANAMA.

† ASUKA MARU Friday, 31st May.

LIVERPOOL via Port Said, Geneva, Marseilles.

† TOYOOKA MARU Tuesday, 1st May.

CALCUTTA via Singapore, Penang & Rangoon.

† NAGANO MARU Thursday, 16th May.

SHANGHAI, KOBE & YOKOHAMA.

TANGO MARU (Nagasaki direct) Friday, 17th May.

† DURBAN MARU Thursday, 23rd May.

HAKONE MARU Monday, 27th May.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

ANDES MARU Sunday, 9th June.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.

SANTOS MARU Friday, 17th May.

MANILA MARU Thursday, 27th June.

BOMBAY—via Singapore & Colombo.

GANGES MARU (Calls Karaikal) Tuesday, 21st May.

SHINNOKE MARU (Calls Madras) Monday, 3rd June.

DURBAN, MURCOURNE MARQUES, SEIRA, DAR-ES-SALAAM, ZANZIBAR & MONBASA—via Singapore & Colombo.

CHICAGO MARU Friday, 31st May.

CALCUTTA—via Singapore, Penang & Rangoon.

KASADU MARU Saturday, 18th May.

SUMATRA MARU Wednesday, 22nd May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports.

AFRICA MARU (From Shanghai) Tuesday, 21st May.

MELBOURNE—via Manila, Brisbane & Sydney.

MADRAS MARU Thursday, 6th June.

HAIPHONG—via Hoihoi & Pakhoi.

MANADO MARU Thursday, 8th June 10 a.m.

NEW YORK—via Japan ports, San Francisco & Panama.

JAPAN PORTS.

ALTAI MARU Saturday, 18th May.

SANUKI MARU Wednesday, 22nd May.

TACOMA MARU Friday, 24th May.

HEILUNG, YU, SWATOW & AMOY Sunday, 19th May, 3 p.m.

HOZAN MARU Sunday, 26th May, 3 p.m.

CAITON MARU Sunday, 26th May, 3 p.m.

TAKAO—via SWATOW & AMOY.

TAKAO & KEELUNG Wednesday, 22nd May.

SANUKI MARU Wednesday, 22nd May.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4088, 4089, 4090.



SHIPPING SECTION.

THE WHANGPOO

A HARBOUR AFFAIRS COMMISSION

INTERESTING PROPOSAL

Interesting statements with reference to the establishment of the Harbour Affairs Commission for Greater Shanghai and the proposal to take over the Whangpoo Conservancy Board have been made by Mr. Chih Jing-mu, the Commissioner, to the Chinese Press, these being, briefly, as follows:

The Whangpoo Conservancy Board was formerly known as the Whangpoo River Improvement Board and was established in the 67th year of the reign of Emperor Kung-hsi. The establishment of the Whangpoo Conservancy Board was based on Article 11 of the 1842 Treaty with Great Britain, according to which both the Chinese and foreign governments were equally responsible for the payment of the annual expenses of the Board which amounted to HK. Tls. 460,000. In the 8th moon of the 31st year of Kuang-hsi, the Ministry of Foreign Affairs of the Manchu Government took over the administration of the Board and paid all expenses, and the late Mr. Chang Jen-tsiang, former Viceroy of the two Kiangs, with the approval of the Imperial Government, rendered the Whangpoo River Improvement Commission to the Rehabilitation and Maintenance Board. During the Revolution in 1911, Mr. Tang Shao-yi came south to negotiate with the representatives of the revolutionary movement, foreign merchants in Shanghai drafted 12 provisional regulations regarding the Whangpoo Conservancy Board and submitted them to Mr. Tang for his approval. These were approved and have since been effective. The two reasons for the rending of the Whangpoo Conservancy Board are (1) the 12 regulations of the Whangpoo Conservancy Board are not permanent regulations and have not formally been signed by the Chinese Government, therefore the Board is non-existent in accordance with the law; and (2) all shipping administration rights, harbour affairs, river and creek conservancy work for the Shanghai Harbour are part of the work of the greater Shanghai Special Municipality, in accordance with the regulations governing the organisation of the Harbour Affairs Bureau of Greater Shanghai. For the unification of the administration of Shanghai's harbour affairs, the Whangpoo Conservancy Board must not be permitted to exist any longer and the Harbour Affairs Bureau has been established in its stead. This Bureau will, therefore, take over the duties of the Whangpoo Conservancy Board.

According to information in the archives of the Library at Victoria, British Columbia, says Mr. Pauline, the "Beaver" was actually the first steamship that entered the Pacific Ocean. She was 101-1/2 long, 20-ft. beam, and the depth of her hold was 10 ft. She sailed from the Thames, of oak and teak, and fitted with two steam engines of 75 h.p. each, made by Bolton and Watt. She was regarded as a wonder ship at that time, and her launching in 1835 was witnessed by King William IV, and a crowd of 16,000 people. Following a trial trip to test her engines and her paddles, she was rigged as a brig to enable her to cross the Atlantic, round Cape Horn, and up the Pacific to Vancouver under sail. She could not make the journey by steam, for she had not enough room to carry coal for the voyage.

Before leaving the Thames, therefore, the paddles were presumably removed and stowed away for refitting at Vancouver, where she arrived after an adventurous voyage of 160 days. She reached her destination in 1836, and arrived home, solicited by the Hudson Bay Company, for whose service she was built, arranging an excursion trip, in which many leading local men of the day took part—a notable event in the nautical history of the Pacific. After weathering the storms of the British Columbian coast for 38 years she was sold by the company to a grocer at Victoria, Mr. Henry Saunders, who converted her into a tug. In 1888 she ran upon some rocks and was wrecked. Mr. Pauline points out, by way of tribute to the soundness of her construction, that when her engines were taken out they were still in good running order, after 53 years' service, while her timbers were turned into souvenirs and sold to thousands of admirers of her history.

UNION-CASTLE LINE

RETIREMENT OF FREIGHT DEPARTMENT MANAGER

The Southampton shipping community will lose a big-hearted sportsman by the retirement of Mr. Frank D. Hooley from the position of head of outward freight department of the Union-Castle Line, says the "Journal of Commerce." A native of Hantsport, Mr. Hooley has spent the whole of his business career in the realm of local shipping, and during his association with the Union Steamship Company, and later the Union Castle Line, he made a host of friends, who will wish him all luck and happiness in his retirement.

Mr. Hooley joined the Union Steamship Company at the age of 17 in 1881, and has been associated with the outward freight department until 1911, when he was posted as head of the Southampton passenger department, but after many years in that capacity he reverted to the outward freight department again, and became head of it in 1924, succeeding Mr. C. S. Rae. During his association with the firm he has witnessed frequent changes for him to recall the days when the old Union steamers ranged from 2,500 and 3,500 tons, and also when there was very little more of the docks than the inner and outer basins. The Union Line then maintained a sailing every two weeks instead of once a week as now.

His successor as head of the outward freight department at Southampton is Mr. S. W. Coomber. A native of London, Mr. Coomber joined the old Union Steam Ship Company in 1893 as junior clerk in the secretarial department, but after serving 12 months in that capacity he was transferred to the freight department, from which he worked from the bottom to the top. Previous to going to Southampton Mr. Coomber was head of the main steamer freight department in London, a position which he had filled for four years.

MARINERS WARNED

COOPER BANK CROSSING ON THE YANGTSE

On or about May 18 and without further notice, the following changes will be made in the aids to navigation marking the Cooper Bank Crossing, Yangtze River:

Crossing Light-boat will be moved S. 51° deg. E. about 2.1 miles from its present position, its characteristics remaining unchanged. From the new position of the light-boat, Kinshan Quon Beacon will bear S. 104° deg. W. distant 2.6 miles.

Big Tree Light-boat will be moved N. 63°4' deg. E. about 2 miles from its present position, its characteristics remaining unchanged. From the new position of the light-boat, Kinshan Quon Beacon will bear S. 204° deg. E. distant 4.9 miles.

All bearings given are magnetic.

Charts affected: Marine Department Charts Nos. 3 and 12.

WARSHIPS HERE

The following are the warships in harbour:

Basin—H.M.S. "Tamar." South Wall Basin—H.M.S. "Cornwall," "Seaweed" and L15.

North Arm—H.M.S. "Sepoy." West Wall Dock—H.M.S. "Hermen." In dock—H.M.S. "Bruce," "Sonne" No. 6 Buoy—S.M. L20.

No. 11 Buoy—M.M. "Marazan."

Foreign Men-of-War—

Chinese Cruisers—"Yankee Swei," No. 2 Buoy; "Hai Yung," No. 2 Buoy. French Gunboat—"Argus."

U.S.S. "Tuba."

DAILY RETURN

The following are the Nationality and numbers of vessels arrived in and departed from the Colony during the 24 hours ending 9 a.m. to-day.

Arrived—Departed

British 10 2

Japanese 8 2

Norwegian 1 2

Chinese 1 3

Dutch 1 2

German 1 0

Portuguese 1 0

Total 23 12

Total

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S. S.	Tons	From Hong Kong About	Destination
MOREA	10,053	25th May	Bombay, Marseilles & London.
*LAHORE	8,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam and Hamburg.
RAJPUTANA	10,563	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles, L'don, Antwerp & R'dam & Hamburg.
KASHGAR	9,005	6th July	Marseilles, London & Hull.
*MIRZAPORE	6,715	9th July	Straits, Colombo & Bombay.

* Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	25th May	Singapore, Penang & Calcutta.
TAIMA	10,000	12th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TAKADA	6,949	12th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th July	
ARAFUTANA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	
ST. ALBANS	4,500	4th Oct.	

† Call: Iloilo & Carries Orchestra.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:-

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ROSSINGTON COURT	—	21st May	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	23rd May	Shanghai, Moji, Kobe & Osaka.
RAJPUTANA	16,558	24th May	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	2nd June	Moji, Kobe, Osaka & Yokohama.
SANTHIA	7,754	5th June	Amoy, Moji, Kobe, Y'hama & Osaka.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSTON COURT	—	10th June	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	10th June	Shanghai, Moji, Kobe & Osaka.
*ALIFORE	5,273	19th June	Shanghai, Moji, Kobe & Osaka.
TAKADA	6,949	21st June	Amoy, Moji, Kobe & Osaka.
KRIVA	9,135	21st June	Shanghai, Moji, Kobe & Yokohama.
*KHYBER	9,114	5th July	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	6th July	Shanghai, Moji, Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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SAILINGS FROM HONG KONG.

S.S. "NELEUS" Via Suez Canal 5th June.

S.S. "CITY OF MOBILE" Via Suez Canal 14th June.

S.S. "MACHAON" Via Suez Canal 3rd July.

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KOWLOON MATTERS

RESIDENTS' ASSOCIATION DISCUSSION

BATHING & TRAFFIC

The monthly meeting of the General Committee of the Kowloon Residents' Association took place on Monday evening in St. Andrew's Church Hall, the following being present:- Mr. C. M. Manners (President), Mr. F. C. Mow Fung (Vice-President), Mr. C. Terry (Hon. Secretary), Mr. E. Abraham (Hon. Treasurer) and the Rev. J. H. Johnson, Messrs. E. Cock, B. W. Tape, T. T. Lauren- sin, B. Wylie, F. J. Easterbrook, F. W. Stapleton, R. Pestonji, H. Un, J. M. Alves, J. H. Hunt, W. J. Brown, C. B. Riggs, E. C. Tregillus, and W. Goldenberg. Apologies for absence were received from Messrs. W. J. Stokes and Lai Im-to.

The minutes of the previous meeting having been read and confirmed, the Hon. Secretary read a correspondence between the Association and the Government with regard to the proposal put forward by a group of residents for the development of Laichikok beach for bathing purposes.

The Government in their reply stated that this proposal had not been approved as the provision of a public bathing beach was being considered by the Government, and that the Government had now approved the erection of public bathing sheds, etc. It was decided to request information from the Government as to whether the work would be completed in time for the facilities to be available this season.

Children's Playgrounds

Letters from the Association to the Government with regard to lack of supervision at the Chatham-road playground, and the provision of a playground in Yau-nati were read and approved, and it was decided to endeavour to ascertain when work would be commenced on the new playground at Middle-road.

"Star" Ferry Approach

A lengthy report from the sub-committee was read, setting out expedients for immediate relief of the traffic congestion at the "Star" Ferry, pending the introduction of a complete scheme of revision of the lay out. It was unanimously decided that the proposals be recommended to the authorities for immediate action, the urgent necessity for some such scheme being apparent.

Motor Traffic

Correspondence with regard to the speeding of motor vehicles past the Children's playground, and the provision of "School" signs in the vicinity of Kowloon Junior School was laid on the table, together with a letter from the Association to the Water Authority with regard to the unsatisfactory position in Kowloon on May 2 as to water restriction.

Letters were also read from the various bus companies with whom the Association had communicated, regarding the issue of books of 2nd class tickets for the convenience of firms employing large numbers of fitters, coolies, etc. It was ascertained that such books were available from the Kai Tack and China Motor Bus Cos., and that the question of their introduction was under consideration by the Kowloon Motor Bus Co.

Board of Education

The period of appointment of Mr. B. Wylie as a member of the Education Board being due to expire on May 19, it was unanimously decided that he be nominated for re-appointment.

The President expressed the thanks of the Association for Mr. Wylie's past services in this connection.

Burials from Kowloon

A letter from the St. Raphael's Burial Society regarding the exorbitant cost of transit for bodies across the harbour was read, it was pointed out that the Association had approached the Government on this subject in April last year, but nothing had been done. It was decided to bring the matter again to the attention of the Government and request that some facilities might be provided for this purpose.

Increase in Membership

Other correspondence with regard to playing fields on King's Park and noises at night having been dealt with the question of increased membership of the Association was discussed. The Hon. Treasurer reported that forty-three new members had joined since the last meeting; although considered very satisfactory it was felt that this effort should be kept up, and a sub-committee was accordingly appointed for this purpose, consisting of Messrs. J. H. Hunt, H. Un, J. M. Alves and W. J. Brown. This concluded the business, and the meeting closed at 6.50 p.m.

NOTICE TO CONSIGNEES.

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is still lying in the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Kowloon and unless same will be taken delivery of on or before the 30th May, 1929, on payment of all storage charges, same will be sold by auction and no claim whatsoever will be admitted on account of our so doing.

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Head Office:—TIENTSIN.

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PASSENGER LISTS

ARRIVALS

Per the R.M.S. "Empress of Asia" 15/5:

L de la Cruz, R. J. Reyes, Soat Hong-yen, Yu Tiong-ye, Lin Au-siau, Miss Yu Ah-kai, Miss Yu Bee-chee, Yu Kep-fong, Yu Kah-fong, Yu Kah-tai, Miss Yu Hio-go, Miss Yu Bee-yong, Yang Pao-yang, Mr. and Mrs. Baltazar and daughter, Mr. and Mrs. Lim Riong-him, J. B. Emmert, E. J. Abad, Mrs. C. F. Mayer, M. Pilbeam, Mr. and Mrs. E. J. Keller, Mrs. Kwa, Tak-man, S. Y. Tao, G. Jiwansing, Mr. and Mrs. G. Dunlap and daughter, Mrs. C. Reynolds, Mr. Quion Yem-fu, Rev. G. Diez and Miss Diez, Chan Sing, Ng Yung and C. North.

DEPARTURES

Passengers from Hong Kong per "Empress of Asia" yesterday to Vancouver via ports:-

Miss E. E. Alkin, Miss K. N. Ackert, Mr. and Mrs. B. B. Anthony, Mr. and Mrs. F. Ames, Miss M. Anderson, M. C. Armstrong, Miss E. Armstrong, Mrs. G. E. S. Eustock, Mrs. W. H. Bremner, H. D. Browne, J. Burbick, Miss C. E. Bruce-Burke, D. Burdick, Dr. D. G. Beebe, J. A. Blanco, Mrs. Chin, Lo Shih Chi Cheok-sang, Cheung Chung, W. K. Chung, Mrs. M. G. Carvalho, Miss A. M. Carvalho, T. C. Chow, Chow Ching-chuen, Col. L. M. Cosgrave, Mr. and Mrs. J. T. Chan, Mr. and Mrs. A. J. Cobcroft, Miss K. M. Cobcroft, R. Coucill, Chan Yik-chue, Mrs. Chen and infant, Mrs. Chen,

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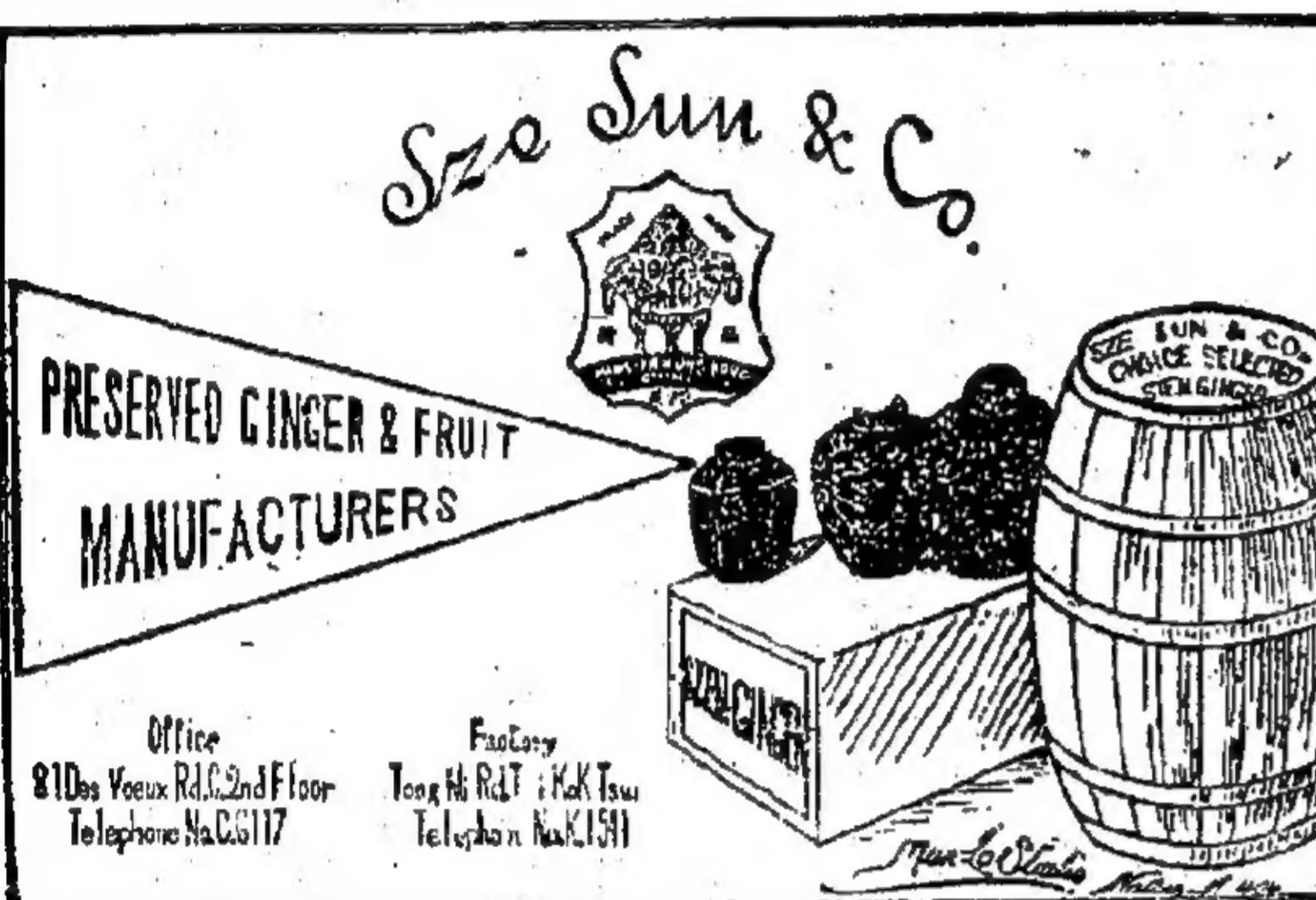
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The China Mail.

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Hong Kong, Thursday, May 16, 1920.

TWO IMPORTANT SUBJECTS

That inveterate friendly critic of Government action and inaction, the Hon. Mr. J. P. Braga, will again be very much to the fore-to-day when, at the Legislative Council meeting, he intends to catechise the Government on two questions of very considerable local importance, namely, the proposed motor-car taxation and the alleged "inefficiency" of the rank and file of the local Fire Brigade.

With reference to the first subject—the taxation on motor-cars—Mr. Braga is evidently strongly opposed to the Government's proposals, and it would appear that he bases his opposition on sound conclusions, judging by the queries he intends to bring forward. He very properly points out that the weight of public opinion—as so far expressed in interviews in the "China Mail" and Press articles generally—is against the recommendations of the Committee appointed to advise on the matter and, such being the case, he just as pertinently wants to know if the Government intends to proceed with the proposed taxation. Judging, however, by what Mr. Braga says, quite formidable opposition is now being formulated by various organisations, and doubtless he is well informed on the point. He says that there is a generally expressed opinion to the effect that "one of the primary needs of the Colony is decentralisation—development of suburban residential areas particularly, for which 'cheap transport is essential.' That is to proclaim the obvious!"

Mr. G. S. Moss, M.B.E., has arrived in Canton from Foochow to take up his appointment as British Consul-General in succession to Mr. J. F. Brennan, C.M.G., who went on leave at the beginning of last month. Mr. A. A. L. Tuston, who has been acting Consul-General in Canton since the departure of Mr. Brennan, is leaving to-day for Foochow, where he has been appointed Consul.

One case of cerebro-spinal fever was notified yesterday, the patient being Chinese.

Founder of Great Journal—Baron Moynihan of Leeds is the founder of the greatest British

We are informed that the concert in aid of the funds of the Sailors' and Soldiers' Home last Saturday realised \$300. The Home Committee are greatly indebted to all who took part and who assisted on making the concert the success it was.

Owing to the continued indisposition of the First Magistrate (Mr. E. W. Hamilton) the extradition case concerning a man who is charged with kidnapping and armed robbery two years ago in the Waichow district, has again been adjourned until Tuesday.

The Chinese occupier of No. 113, Wuhu-street, was charged before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy with exposing for sale the carcass of a pig which was unfit for human consumption. A fine of \$10 was imposed.

Yesterday Major C. Willson, O.B.E., had before him the "sze fo" (skilled worker) and two other employees of the Yue Loong native distillery, Aberdeen, who were charged with having been concerned in a process of secret distillation, (the fermenting of 40 gallons of molasses mash), without the knowledge of the Revenue Department. They were also alleged to have failed to record the distillation in question. Hearing of the case was fixed for Tuesday. Bail, on the application of defending counsel (Mr. Hinsing Lo, instructed by Mr. J. M. Hall) was reduced to \$500 to \$100 for each of the two fokis.

LORD MOYNIHAN

FIRST PEERAGE FOR A SURGEON

WELL-EARNED REWARD

It will interest our readers to learn that the world-famed surgeon, Sir Berkeley Moynihan, Baronet, has been created a Baron by His Majesty the King. Hence, for the first time in British history, a Surgeon has been raised to the rank of a Peerage. It is to Lord Moynihan that the University of Leeds, and especially the Leeds School of Medicine, has been made world-famous, and that Leeds has now become such a great medical centre, to which notabilities from all parts of the earth go, in order to consult this renowned physician who states that he is doomed to the practice of Surgery, in which art Mayo, Crile, and many other great surgeons who have visited his Leeds Clinic, state that his mastery of this difficult art is epoch making, and that to watch him at work makes one feel that Surgery is child's play. Like most great men, he makes the difficult look easy.

Good Old Yorkshire

Lord Moynihan has adopted the style and title of Baron Moynihan of Leeds in the County of York (England). Many people will be therefore interested to learn why some people are sometimes styled Lord . . . and at other times Baron, Viscount, Earl, Marquis, and in the case of a Prince or chief, Duke. All people holding the rank in the peerage of Baron, Viscount and Earl, in this order of status, are generally styled as Lord "so-and-so" of . . . Above the rank of Earl the Peer does not use his name and is then styled . . . the Marquis of . . . or in the case of the highest peerage as held by a Prince . . . The Duke of . . .

A Well-Earned Reward

Taking the liberty of illustrating this by using Lord Moynihan's name (the highest rank he could hold would be Marquis), in the order of rank from top to bottom of the Peerage he would be styled . . .

The Marquis of Leeds.

Earl Moynihan of Leeds.
Viscount Moynihan of Leeds.
Baron Moynihan of Leeds.

Sometimes in place of the surname a name of a river, etc., is used as, for example, Baron Aire of Leeds.

Below the rank of Baron, which is the lowest in the Peerage, is a Baronet, which is hereditary as are the ranks of the Peerage. As a Baronet, Lord Moynihan was styled Sir Berkeley Moynihan Bart., and before that when he was a Knight, Sir Berkeley Moynihan. The rank of Knight is non-hereditary.

Heartiest Congratulations

Our heartiest congratulations go to Baron Moynihan of Leeds, on being selected for this very high honour, which he has well earned, in the many posts he holds, (apart from his world-wide consulting practice), including that of President of the Royal College of Surgeons of England, Emeritus Professor of Surgery in the University of Leeds, Consulting Surgeon to the Leeds General Infirmary, and other well-known hospitals up-and-down the Country, including London, and abroad.

Founder of Great Journal—Baron Moynihan of Leeds is the founder of the greatest British

KAI TACK TRAGEDY

INQUEST ON THREE OF THE VICTIMS

LANDING SPEED

The Coroner's inquiry into the deaths of the three Chinese who were killed as the result of the aeroplane accident at Kai Tack on April 27, was resumed by Mr. T. S. Whyte-Smith and a Coroners' jury at the Kowloon Magistracy yesterday.

Flight Lieut. Pearce said that the landing speed with a plane of the type piloted by Lieut. Watson, would be about 70 miles per hour, approaching the landing stage. Just prior to touching the ground the speed would be between 55 and 60 miles an hour. To cover a distance of 600 yards, the plane would occupy about ten seconds. If there was a complete absence of wind, a plane would travel about 300 to 400 yards before stopping. The pilot would have to make up his mind in about two seconds if he wanted to change his plans.

Sergeant Kent, a passenger in Lieut. Watson's plane, said that when the wheels of the plane touched the ground, the machine was about 200 yards from the fence. The landing was very fast, the plane travelling at about 40 to 45 miles an hour owing to the absence of wind. No sooner had the plane touched the ground than the pilot opened up the throttle and was about to take off again when the plane hit the top of the fence and then the marsh. It was only a few seconds from the time the plane touched ground to the time it struck the fence, and a matter of a fraction of a second later before it hit the shed.

By the jury: He did not consider the speed too fast to effect a proper landing.

Asked what his theory of the accident was, witness replied that the pilot had attempted to land but found he was "over-shooting" and attempted to get up again.

Lieut. Watson was re-called at the request of the jury, and he indicated on the map of the aerodrome, produced by Squadron Leader Keeble, the course he had taken in landing.

Asked as to whether he had received instructions to make a quick landing on account of the lateness of the hour, the witness replied in the negative.

Mr. F. E. Lawrence, of the P.W.D. and Mr. A. J. Braley gave evidence before the adjournment.

JUBILEE APPEAL

DIOCESAN BOYS' SCHOOL AND ORPHANAGE

GENEROUS DONATIONS

In connection with the Sixtieth Birthday Appeal and Commemorations and the Diamond Jubilee Endowment Fund, the following donations have been paid or promised:

Mr. Lee Thiam-seng (Formosa)	\$ 1,000
Mr. Wei Tong-bo (Formosa)	1,000
Mr. Robert Ho Tung	1,000
Mr. Tjia Mah-yan (Saigon)	1,000
Anonymous	5,000
Mr. J. E. Joseph	1,000
Estate of the late Mr. Chan Kai-ming	1,000
Mr. Wong Kam-fuk	500
Dr. B. C. Wong	250
Mr. B. Wong	50
Messrs. Jardine, Matheson & Co., Ltd.	500
Canton Insurance Office	250
Hong Kong Fire Insurance Office	250
Hon. Mr. B. D. F. Beith	250
Mr. B. Pasco	20

Total \$13,070

Note—\$2,000 of the above has been allocated to additional buildings. The following amounts have also been received for buildings:

Mr. Lee Ian-pit (Formosa)	200
Mr. Lee Ian-to (Formosa)	200
Mr. Wei Chai-ying (Formosa)	200
Mr. Chan Wing-yung	100
Mr. Chan Shiu-yung	100
Mr. Wong In-kai	100
Mr. Hui See-fun	120
Mr. Kaan Sze-chiu	100
Mr. George Chow Che-kung	100
Mr. John Chow Che-nga	100

Total \$1,520

The engagement is announced between S. Gordon Martin, of the Boy's School, Chefoo, second son of Mr. and Mrs. J. B. Martin, of the China Inland Mission, and Frances Heather, younger daughter of Mr. and Mrs. W. R. Moore, of Oxford.

Mr. Denis Hazel has returned to Singapore from Hong Kong and Manila. Mrs. Hazel and daughter followed by the "Mantis" from Hong Kong.

At St. Andrew's Cathedral, Singapore, there was a memorial service for the Rev. George Dexter Allen, who died in England on April 20.

PRAPS

PRAPS NOT!

He had just asked her to marry him, and she had murmured, "Yes, Jack, dear." She ventured, after a long silence, "Am I the only girl?"

The young man's arms tightened about her. "Joan," he interrupted fiercely, "don't ask me whether you are the only girl I ever loved, you know it as well as I do."

"That wasn't what I was going to say, Jack," she answered. "I was going to ask if I was the only girl who would have you."

Scientist: "Some of the greatest inventions of the age have been the result of accidental discoveries."

Fair Lady: "I can really believe it. Why, I made an important discovery myself and it was the purest accident too."

Scientist: "I should much like to hear it."

Fair Lady: "Why, I found that by keeping a bottle of ink handy, a fountain pen can be used just the same as any other—without the bother and mess of filling it."

The teacher was explaining things to his class.

"For instance," he said, "I want to introduce water into my house. The pipes and taps are in order, but I get no water. Can any of you tell me why?"

He expected the children to see that it was because he had not turned it on, but the boys looked puzzled.

"Can no one tell me what I neglected?" asked the teacher.

"I know," replied one boy at last. "You haven't paid your water rate."

An inspector went to a boy's school, and told a certain class that if any boy could ask him a question he could not answer he would give the boy sixpence.

A bright lad asked: "Why am I like a dead horse?"

The inspector could not answer, and the boy replied: "Because I am waiting for the tanner."

"What impressed me most of all," said the London motorist to an American at the hotel, "was the beautiful gorge at Cheddar."

"Yep," said the American tourist;

"EN PASSANT"

Views on Matters Here and There

[By C.L.C.]

Sino-Japanese Treaty?

It is indeed gratifying to know that the Tsinan incident has been satisfactorily settled. Japan is to be commended for her sincere expression of friendship in waiving her claim to an apology and agreeing to a joint expression of regret for an incident which both parties are willing to forget.

The full Notes exchanged between Dr. Wang and Mr. Yoshi-zawa are most satisfactory. Each side continues to maintain its point of view on the famous Article 26, but both agree to give up wrangling over it and to proceed to the negotiation of a new Treaty for the sake of friendly relations.

There is, however, one fly in the ointment, and Japan is to be heartily commended for standing firm on that point. The point is that China takes the attitude, not only with Japan but with other Powers as well, that either party to a Treaty may abrogate it at its pleasure. Japan disagrees, saying that there is no such precedent in International Law, and that if admitted it would render treaties valueless.

Dr. Wang should bear in mind that an absurd stipulation of that nature will not do China any good at a time when she is determined upon treaty revision.

Anti-Japanese Boycott

With the issues practically settled, it therefore behoves China to call off the Japanese boycott. How much harm this blind and iniquitous agitation has done to Japan is not known—probably much less than is supposed. There can, however, be no question of the harm that the boycott has done to China herself, not only in monetary loss but also in prestige in so far that she had encouraged a spirit of lawlessness.

In allowing the boycotters to pursue their deprivations the National Government is certainly stirring up trouble for itself. To call these people patriots, who are in reality freebooters of the worst type, is certainly degrading a noble word. These men prey on society for their own ends. They are Communists to-day, strike-leaders to-morrow, and boycotters the day after.

One would think that to be bitten once would be to twice shy, but it seems that the Nationalist Government, instead of holding a tight rein where these ignoble citizens are concerned, allow them full play, with the result that the country has not once but on several occasions found itself in a dilemma.

Political agitation cannot help China, and those who really have the interests of this vast country at heart, should come forward to work for its rehabilitation.

JOHN GILBERT

CENTRAL FIGURE IN THRILLING ROMANCE

TO-DAY AT QUEEN'S

"The Cossacks," a spectacular drama of the Turkish wars, will be screened from to-day to Saturday at the Queen's Theatre. John Gilbert and Renee Adoree are the principal players.

The new picture, directed by George Hill, is a vivid romance of old Russia with Gilbert as a shy, poetic youth who evolves into a swashbuckling soldier under the effects of his grim environment. Thrilling scenes of battle with the ferocious Turks are among the features of the production.

Renee Adoree is the heroine, and Ernest Torrence, Mary Alden, Dale Fuller, Neil Neely, Josephine Borio, Paul Hurst, and others of note are in the cast.

Hundreds of extras, the Cossacks riders and Russian refugees, recruited from their villages in California, also appear in the picture, adding authentic colour.

The story, a red-blooded, lusty tale, thrilling with adventure and romance, was screened from the novel by Leo N. Tolstoy.

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Sparkling
Ginger Ale,
Tonic Water,
etc.,
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equally
easily.
1d. per dozen
large bottles
on the
FLUGEL
MACHINE
Only 29
COMPLETE,
Wipe at once
for
particulars.



National Cultures

Eighteen racial groups contributed to the Great-West Canadian folk-song, folk-dance and handicrafts festival which was held in Regina on March 20-23. Serbians danced the Kolo; Charles Marchand led the Bytown Troubadours in French Canadian folk-songs; Paul Bai, Danish harpist, rendered Viking songs; Jean Gould and her pupils represented Scottish and Welsh varieties. Who, looking at the picture above of Walter Yenber and Lina Geerts in their Dutch scene, would think this move for the blending of national cultures other than worth while?

well they proceeded across India to Rangoon, where they remained four days to enable Mr. Chen to visit his mother.

From Rangoon the flight was continued across French Indo-China to Hanoi, and from here Mr. Chen decided to fly via Pakhoi and Canton to Amoy as quickly as possible, in view of the trouble in Kwangtung and Kwangsi. Only short stays were made in both these last ports of call, Mr. Chen leaving Hanoi at 6.30 a.m. on May 10, reaching Canton on May 11 and Amoy on May 12.

A Personal Interview

Having visited Amoy specially to meet Mr. Chen, my boat arriving the day after he did, I was unable to carry out my original intention of actually meeting him on arrival. However, soon after landing I was lucky in obtaining a long interview with him. I asked him how he liked the Avian light airplane and the Cirrus Mark III engine, and he said that he considered them both first class productions. Both had given him excellent service under all kinds of conditions. When leaving Europe they had experienced cold, whilst in Persia and India the heat had been tremendous. The Cirrus had worked well under these extreme conditions. Throughout the flight Shell Petrol and Golden Shell Oil had been used, the consumption of petrol being approximately 5 gallons of petrol per flying hour, which was very economical considering that the Avian was carrying a very heavy load and the engine had been run at 1,800 revolutions per minute cruising. Mr. Chen was enthusiastic in his praise for the service he received at all landing places from Shell representatives.

The writer has travelled through Nanking, Shanghai, Peking, Tientsin, Tsinan and other parts of China, and has made an exhaustive study of her political and social conditions. He can only say "God help those foreigners in China who are deprived of extraterritorial rights." There have been Russians, Germans and Austrians in Peking who have been dumped into a Chinese jail for three or four months before they stood their preliminary trial. The jails in China are all vermin infested, and prisoners are fed on a starvation diet. There is no justice, but plenty of corruption, and those who can grease the palm of the judge or public prosecutor can even get away with murder.

FLIGHT TO AMOY

CHINESE AVIATOR ON HIS ACHIEVEMENT

AN INTERVIEW

Mr. R. Vaughan-Fowler, of the Far-East Aviation Company, writes:

One of the most remarkable flights of recent years was successfully concluded on May 12 at Amoy, when Mr. Wen-lin Chen reached that port shortly after three o'clock, having successfully completed the last stage from Canton. News of his expected arrival had reached Amoy by telegram, and many officials and local residents assembled at the aerodrome to welcome him. About three o'clock the buzz of an aero-engine was heard shortly after the Avian came into sight flying at about 1,000 feet, and flew over the town and then landed at the Amoy Naval Aerodrome, having previously circled the spectators. The landing was exceptionally slow, the machine coming to rest in 40 or 50 yards.

Mr. Chen's flight companion was Mr. Johnson, a Danish aviator of many years' experience.

"On Business"

The object of the flight was not to make records. Mr. Chen wished to visit many places in Europe on business and he very wisely decided that his best method would be to use one of the four Cirrus Avians he purchased in England. He set out from Croydon without any publicity or fuss, and passing through Germany, Egypt, and Persia he eventually arrived in India. Here bad luck overtook both the aviators, they were taken ill with malaria and had to spend nearly two weeks in hospital. As soon as they were

Washington, Yesterday Dwight Davis, ex-War Secretary has been offered the post of Governor-General of the Philippines, but has not yet decided whether to accept.—Rutherford's American Service. [Mr. Davis, who was born in 1879 in St. Louis, Missouri, was in the first Coolidge Cabinet. He was captain and subsequently colonel of the Missouri State Infantry and is at present one of its reserve officers. He has been closely identified with city and state affairs.]

THE PHILIPPINES

DWIGHT DAVIS OFFERED GOVERNOR-GENERALSHIP

WELL-KNOWN STATESMAN

Washington, Yesterday

Dwight Davis, ex-War Secretary has been offered the post of Governor-General of the Philippines, but has not yet decided whether to accept.—Rutherford's American Service. [Mr. Davis, who was born in 1879 in St. Louis, Missouri, was in the first Coolidge Cabinet. He was captain and subsequently colonel of the Missouri State Infantry and is at present one of its reserve officers. He has been closely identified with city and state affairs.]

NEW ADVERTISEMENTS

BANK HOLIDAYS

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 20th instant (Whit Monday).

Hong Kong, 14th May, 1929.

V. R. C.

THE GENERAL MEETING of the Club will be held on WEDNESDAY, May 22, 1929, at 6 p.m.

C. J. COOKE,
Secretary.
Hong Kong, May 16, 1929.

TO LET OR FOR SALE

TO LET OR FOR SALE—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE

FOR SALE—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From EUROPE.

The Steamship,

"CITY OF MOBILE" having arrived, Consignees of Cargo by her are informed that all goods are being landed at her risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 21st May, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before 28th May, 1929, or they will not be recognised.

All broken, chipped and damaged goods to be left in the Godowns where they will be examined on the Tuesdays or Fridays between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LIMITED, General Agents.

Hong Kong, 16th May, 1929.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre; "The Cossacks".

To-day—World Theatre; "Let Women Alone."

To-day—Star Theatre; "Becky".

To-day—Majestic Theatre; "Circus Rookies".

May 18—Star Theatre; "Rookery Nook," 9.15 p.m.

Home Mails

To-morrow—Inward from Europe via Siberia (Kamo Maru). Land Sale

May 21—At P.W.D. Offices, one lot of Crown land at Shamshui-poo, 3 p.m.

Sport

May 18 & 20—Fifth extra race meeting of H.K. Jockey Club, Happy Valley.

Lammerts' Auction

May 17—At Sales Room, Duddell St., Miscellaneous goods and sundries, 11 a.m.

May 22—At Sales Room, valuable household furniture, 2.30 p.m.

May 22—At Godown No. 18, H.K. & Kowloon Wharf Godown Co., Ltd., Kowloon, miscellaneous goods 10.30 a.m.

Meetings

To-day—(H.K.V.D.C.) Sergeants' Mess Meeting, 6 p.m.

May 17—Half-year meeting of voting members of H.K. Jockey Club, H.K. Club Annex, 5.10 p.m.

May 22—Victoria Recreation Club meeting, 6 p.m.

May 22—Forty-eighth ordinary general meeting of shareholders of the Canton Insurance Office Ltd., Messrs. Jardine's offices, noon.

May 24—Meetings of Union Insurance Society of Canton, Ltd., China Fire Insurance Co., Ltd., and British Trader's Insurance Co., Ltd., at Union Bldg., 11 a.m. 11.15 a.m., and 11.20 a.m., respectively.

Miscellaneous

May 20—Dinner at Hong Kong Hotel to serving and ex-officers of the Royal Engineers.

BLACKWOOD FURNITURE.

Catalogues will be issued.

On View from Tuesday, the 21st May, 1929.

Terms—Cash on Delivery.

LAMMERT BRO., Auctioneers.

Hong Kong, 16th May, 1929.

The Legislative Yuan, according to the Chinese papers, has passed a law by which both married and unmarried daughters will have the right to inherit properties left by their parents, on the same basis as male children.

The "Pei Hua" (White Flower), a book considered by the Chinese authorities to be of a counter-revolutionary nature, has been banned by the Commissioner of Public Safety.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, the 17th May, 1929,
commencing at 11 a.m.,
at their Sales Room,
Duddell Street.

15 Table Fans

4 Tins Marine Glue

15 Boxes Hosiery Needles

1 Case Sample of Fermentation

for the Laboratory

121 Liqueur Brandy Glasses

71 Pickle Jars

19 Bitter Bottles

2 Packages Personal Effects

and

A Quantity of

MISCELLANEOUS GOODS

Comprising:

Electric Lamp Bulbs, Sample

Yarn, Packing, Cod Liver Oil

Emulsion, Stationery, etc., etc.

Terms—Cash on Delivery.

LAMMERT BRO., Auctioneers.

Hong Kong, 16th May, 1929.

THE Undersigned have received

instructions to sell by Public Auction

ON

WEDNESDAY, 22nd May, 1929,

commencing at 10.30 a.m.,

at Godown No. 18, Hong Kong

& Kowloon Wharf & Godown Co., Ltd., Kowloon (for account of the concerned).

A Large Quantity of

MISCELLANEOUS GOODS

Comprising:

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BIOGRAPHIES, ESSAYS, WORKS
OF REFERENCE, ENCYCLOPÆ-
DIAS, BOOKS ON ART, TECH-
NICAL BOOKS, MEDICAL BOOKS,
FICTION, ETC., ETC.

For further particulars apply to the "China Mail" Office.

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SAND-LIME BRICKS.

Best machine made bricks.
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,
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Factory:—Canton.
Hong Kong Office:—148, Queen's Road, West, 1st Floor.
Telephone No. C. 3882.

AN OLD
Hawaiian
CUSTOM

Your ship docks in Honolulu and a pretty maid of Hawaii places a *lei* (garland of flowers) around your neck. It's an old Hawaiian custom. The natives of Hawaii are far-famed for their natural musical ability, their happy sport-loving dispositions, and their sincere hospitality. As a visitor to the Paradise of the Pacific, you will learn the warmth of Aloha. On moonlight nights the haunting melodies of native serenaders will make you want to "stay a little longer." You'll thrill at the native sports and pageants, and all the time you'll be enjoying twentieth century comforts. *Lauhala* feasting, graceful hula dancing, *hukilau* fishing parties—all are as typically Hawaiian as sunshine and rainbows and cool trade winds. Your local ticket office or steamship company will show you how to plan your trip to America over the balmy sunshine route with a stop-over (your ticket costs no more) at the Hawaiian Islands—Kauai, Maui, Oahu and Hawaii. From Honolulu you can go direct to Vancouver, Portland and Seattle, San Francisco or Los Angeles, on steamers of the N.Y.K., Dollar, Canadian-Australasian, Matson and Lassco Lines.

HAWAII

For coloured booklets on Hawaii and further tour information, clip this advertisement and write to
HAWAII TOURIST BUREAU
Dept. A
Box 296, SHANGHAI, CHINA.

TREASURY CASE

(Continued from Page 1.)

Departments, but it had never been said that Mr. King was unfit to be the Chief of the Criminal Intelligence Department. Mr. King did not release Tsang to save the Treasury from scandal as the glaring head lines in the newspapers had called it.

[Case is proceeding.]

Further Submissions

Continuing his final address to the jury yesterday, Mr. Jenkins dealt at great length with Tsang On-wing's handwriting. He said that the writing of Tsang On-wing varied very much in form—variations not to be found in the known genuine writing. Counsel then referred to the different formations of letters made by Tsang On-wing on all the genuine cheques.

He was a man who might do anything when writing a cheque. He might make any form of letter. Counsel went on to say that when he asked Tsang to write specimens of his types of "H's" he put in the "H" in the C.S.P. cheque. Counsel suggested that that was done in case he was questioned about the formation of the letter. It was the only "H" of its kind. It was curious, was it not, that a man whose mentality came particularly under the notice of the jury was able to produce that letter as a variation of his "H's" when it appeared only once and when he was not aware that he had written it?

Absolute Indecision

Speaking of handwriting generally, Mr. Jenkins said the jury would recall that considerable evidence had been put before them as to the bank interview which had a very close relation to the trick hypothesis. He would suggest, on that aspect of the case, there had been a possible misapprehension as to what line he had intended to take on the matter and what he intended to submit. Mr. Jenkins continued it was never his idea that the parties were absolutely decided at that interview. His point had always been that there was a state of absolute indecision on the part of everybody concerned with the Treasury and Government and they did not declare their hands at the interview or at the Treasury, or in the letter which was written to the bank on January 20.

Taking the evidence as a whole the only conclusion it was possible to come to with regard to the contemporaneous facts, was that there was a state of indecision in Government circles on January 18 and for some little time afterwards, as to whether the signatures were forged or whether they were genuine and obtained by a trick.

Eight Days Afterwards

If the signatures were known to be forgeries by the signatories from the start, why was it that everything which took place at the time pointed to the fact that at least two hypotheses were being entertained (1) that they were forged and (2) that the signatures were genuine and had been obtained by some trick in the Treasury.

"Put it to you, it is impossible to escape from the conclusion that that view was held." Counsel added they could not square everything which took place at the time with anything but that view. If that view was held by people who should have been very intimate with the general surrounding circumstances, was it to be said that the bank should be bridled and governed by a department's mentally changed front and that it was almost audacity for the bank to appear in the Court and say that the hypothesis of a trick was entertained?

Counsel said that he was not attacking Mr. Messer in any personal form, but the evidence was clear that there was no notion by anyone that Mr. Messer had repudiated the signatures on the disputed cheques until eight days afterwards, and even then the first intimation of it was conveyed to the Bank by Mr. King.

Trusted Tsang Arrested

It was also clear from the evidence that the view was held at the Treasury that the writing on the cheques was that of Tsang On-wing, because Tsang was suspected from the start and no one had questioned him on the matter until January 18. They all knew Tsang and his assistant were arrested. It was a curious fact that the officials in the Treasury most concerned in the matter considered that Tsang was in it, otherwise if they held him in the high esteem they say they did, it would at least have been fair to him to have asked him for an explanation but they asked him nothing.

This trusted servant of the Treasury and his assistant Cheung Man-kuen, were arrested and prosecuted although no evidence was taken before the magistrate. The charge against them was only compatible with one view, that the signatures were genuine and that Tsang had conspired with someone else to obtain them. The jury would see at that stage the view was held which he had pressed upon them by the people most concerned with the question.

MONEY AND SHARES

TO-DAYS QUOTATIONS

On London
Bank, wire 1/11 1/4
Bank, on demand 1/11 5/16
Bank, 30 days' sight
Bank, 4 months' sight 1/11 1/2
Credits, 4 months' sight 2/— 1/4
Documentary 4 months' sight 2/— 1/4

On Paris
On demand 120/2
Credits, 4 months' sight 127/7

On Berlin
On demand —

On New York
On demand 47/1

Credits, 60 days, sight 48/1

On Bombay
Wire 129/4
On demand 129/4

On Calcutta
Wire 129/4
On demand 129/4

On Singapore
On demand 83/4

On Manila
On demand 94/2

On Shanghai
On demand 79/4

80 days' sight (private paper) —

On Yokohama
On demand 104/4

On Gold Leaf, 100 fine (per tael)
Sovereign (Bank's buying rate) 9.95
Silver (per oz) 25/5/16

Bar Silver in Hong Kong
3% Prem. Nominal
Chinese Copper Cents 6% Prem. Rate of Native Interest 7% p.a.

Chinese Sub. Coin 31 1/2% dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

London. Yesterday.

Paris 124.15

New York 4.85 1/16

Brussels 34.945

Geneva 26.185 1/4

Amsterdam 12.067 1/2

Milan 92.65

Berlin 20.46

Stockholm 18.165

Copenhagen 18.205

Oslo 18.20

Vienna 34.54

Prague 163/4

Helsingfors 192/4

Madrid 34.155

Lisbon 108/4

Athens 57/5

Bucharest 81/2

Rio 5.57/64

Buenos Aires 47.5/16

Bombay 1/5 29/32

Shanghai 2/5 1/4

Hong Kong 1/11 1/4

Yokohama 1/10 3/32

Silver Spot 25/5/16

Silver Forward 25/4

—British Wireless Service.

A Curious Fact

After commenting on the curious fact that both Mr. Ballin and Mr. Maughan, of the Audit Office, and who were at the interview at the Bank, had not been invited to give evidence in the case, counsel then went on to deal with the missing cheques. He said that the matter went right down to the core of the case. If Tsang had appreciated what he discovered, the case would never have come on and nothing would have happened. And yet Tsang has been for eight years the trusted deputy of Mr. Messer and custodian of Government cheques? He was so much trusted that there was never any inspection of the cheque book by either Mr. Messer or Mr. Black. No one checked the contents of the safe which was left absolutely to Tsang and Cheung.

Some Significant Facts

"Do you believe, if we made that discovery for the first time on the 22nd, it is to be attributed entirely to an inexplicable patch of mental inertia on his part, that for some unknown reason he suddenly lost that degree of mental alertness which he would appear to have displayed in other functions he would appear to have discharged in the Treasury?"

"Where is Cheung Man-kuen?" asked counsel, "the one other man in the Treasury who was intimately concerned with Tsang in this matter. We know the man is available, this other man who could either confirm Tsang's state of imbecility at this period and convince you that it was a fair view to take on this question, or else to give Tsang a fair view to the question of whether or not he had exercised a reasonable degree of care this matter would not have happened."

Mr. Black was sitting in the office from time to time. He went so far as to say that he sometimes noticed the cheque book lying on the desk at tiffin time. It was not compatible with reasonable care in matters of this moment to absolutely turn over to a subordinate clerk the entire custody and management of the cheque books and never check them; never exercise the slightest check upon them. Surely there must be some degree of control exercised over a subordinate, even if not by the most senior man by someone responsible under him.

Mr. Jenkins suggested to the jury that Tsang and Cheung knew that after the book had been received in the Treasury the incident had happened. If they knew, the jury would also find, because there was no other conclusion possible, they must have known that the number had been altered for a wrongful purpose, that cheques had been extracted for a wrongful purpose, and that wrong was not only wrong in the widest sense but was wrong in a fraudulent sense; that fraud was afoot and they knew it.

Free and Loose System

Commenting on the working procedure in the Treasury, Mr. Jenkins said that in December, 1927, absolutely everything was left to Tsang and Cheung. They were not checked at any possible point. No one did anything compatible with any kind of care. Counsel put it to

T.T. on London 1/11 1/4

T.T. on Shanghai 80 1/4

H.K. Banks \$1220 b 1225 sa

H.K. London Reg. 2133 1/4 n

Chartered Bank 219 1/4 b

Mercantile A. & B. 233 n

Mercantile C. 215 1/4 n

P. & O. Bank 29 1/4 n

Bank of East Asia 390 1/4 n

Insurances 1

Canton Insurance \$695 b

Union Insurance \$368 s

North China Insurance T160 b

Yangtze Insurance M250 b

China Underwriters \$2.20 b 2.30 s

China Fire Insurance \$300 b

H.K. Fire Insurance \$775 n

Shipping 1

Douglas \$33 s

H.K. Steamboats \$26 s

H.K. Tugs & Lighters \$24 b

Lands, Hotels & Buildings 1

H.K. & S. Hotels \$8.80 b 8.85 sa

H.K. Lands \$62 b

Shanghai Lands T143 n

Humphreys' Estates \$14.35 n

H.K. Realities \$8.35 n

H.K. Territorials 1

Prince's Buildings 1

Public Utilities 1

H.K. Tramways \$18.40 s

Peak Trams (old) \$12 1/2 b

Peak Trams (new) \$6.55 n

Star Ferries \$66 1/4 b

China Lights (comb.) 1

China Lights (old) \$13 a x r.

[8 rights]

China Lights (new) 1

China Lights 1928 issue 1

H.K. Electrics (old) \$57 3/4 s

H.K. Electrics (new) 1

Sport Columns

HOME RACING

PROMINENT CANDIDATES FOR THE DERBY

NEWMARKET STAKES

London, Yesterday. Prominent candidates for the Derby contested the race for the Newmarket Stakes run at Newmarket over a mile and a quarter.

An exciting finish Lord Derby's Hunters' Moon beat Major Mc Calmont's Mr. Jinks by the shortest of heads. Lord Rosebery's Midlothian being third, only a short head behind. They, of course, carried level weights. Betting:-

7-to 2 agst. Hunters' Moon
5 to 4 on Mr. Jinks
6 to 1 agst. Midlothian
—British Wireless Service.

LONDON BETTING ON THE DERBY

CRAGADOUR FAVOURITE

London, May 4. The latest betting on the Derby, to be run at Epsom on Wednesday, June 5, is as follows:

Lord Astor's Cragadour, 6-1.
Major Mc Calmont's Mr. Jinks, 100-12.
Sir V. Sassoon's Gay Day, 100-8.
Mr. J. Burns' Kopi, 100-8.
Lt.-Col. R. Herman-Hodge's Reeds Mouth, 100-6.
Mr. S. Tattersall's Brianz, 20-1.
Lord Derby's Hunter's Moon, 20-1.
Lord Woolavington's Walter Gay, 20-1.
Mr. A. de Rothschild's Refector, 20-1.
Sir A. Bailey's Rattlin the Roefier, 20-1.
Major Mc Calmont's Empire Builder, 20-1.
Lord Rosebery's Midlothian, 25-1.
Lord Derby's Bosworth, 100-3.
Mr. A. Cox's Markover, 50-1.—
"Singapore Free Press."

RIFLE SHOOTING

GARRISON MEETING AT KOWLOON RANGE

K.O.S.B. WINS

The annual rifle meeting of the China Command was concluded on the Kowloon City range yesterday. Major General Sandlands, General Officer Commanding, presented the prizes to the successful competitors.

The results were:-
Soldiers' Club Challenge Cup.—1, Pte. Belm (K.O.S.B.); 2, Piper Taylor (K.O.S.B.)
Command Championship.—1, Pte. Belm (K.O.S.B.); 2, Piper Taylor (K.O.S.B.)
Individual Rifle.—1, Pte. Stewart (K.O.S.B.); 2, L/C Gardner (K.O.S.B.)
Company and Battery match.—1, "C" Company, Somerset Light Infantry.
Machine Guns.—1, No. 16 Platoon, K.O.S.B.
Lightning Automatic Competition.—1, No. 2 Platoon, K.O.S.B.

BOXING

STARS OF THE RING AT OLYMPIA

London, Yesterday. The greatest programme ever offered to the boxing public will be staged at Olympia, London, tomorrow night, when Len Harvey (London) meets Alex Ireland (holder) for the European and British middleweight crown.

Harry Corbett (Bethnal Green), the holder of the British feather-weight title, opposes the former title holder, Johnny Cuthbert (Sheffield). Kid Patterson (Bethnal Green), the holder of the British bantam-weight Championship, meets Teddy Baldock (Poplar).—Reuter.

FOR SALE

Postage Stamps to COMMEMORATE UNIFICATION OF REPUBLIC OF CHINA surcharged with Chinese Characters
KIRIN, SINKIANG AND YUNNAN at \$2.25 net.
Per complete set of 4 stamps

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P.O. Box 620. HONG KONG.

FOOTBALL

K.O.S.B. BEAT R.A. IN SERVICE FINAL

GAME OF THRILLS

Yesterday at Sookumpoo, in the Service Senior final, the K.O.S.B. defeated the Royal Artillery by two goals to one in a sterling game witnessed with keen interest by H.E. Major-General Sandlands, the G.O.C., and a vast crowd of soldiers.

The Borderers' right from the commencement attacked, but found Fletcher, the Artillery custodian in fine form. He saved time and again. Leach (R.A.) in the forward line fed his wings well, and each goal was in turn visited. Corners were frequent, but none materialised. Half time arrived with the score sheet blank.

The resumption of play saw MacDougall (K.O.S.B.) save well from a concentrated attack by the Artillery. At the other end Fletcher was called upon to save shots from Davey and McGlinchey in rapid succession. Stock, however, sent in a first timer that had Fletcher beaten.

Although the state of the ground made control of the ball very difficult, some fine football was displayed by both elevens, and the R.A. were always attacking, though their forwards lacked the finish of the Borderers. Jobe, of the Artillery, intercepted a well placed pass from Leach and, cutting in, beat MacDougall with a fast cross shot. The pace quickened and both

Barry's Sculling Task
It is announced that Barry shortly will meet a team of three or four for a race over the Putney to Mortlake course for a stake of £100.

Offer for Brooklands

It is understood that a City syndicate is likely to make a substantial offer for Brooklands.

Dorchester House

Dorchester House has been acquired by the National Sporting Club.—"Singapore Free Press."



Left to right, Walter Hagen and Leo Diegel, paired against Gene Sarazen and Johnny Farrell, photographed at the Miami Country Club, Miami, Fla., just before Hagen and Diegel took the International fourball golf title away from Sarazen and Farrell. Hagen won the match on the thirty-sixth hole by sinking an eight foot putt ending the game one up.

THE CHINA MAIL,

teams strove their hardest to obtain the winning goal. Eventually the Borderers succeeded in getting it through Crawley, who converted a pass from Alexander. General Handa Over Shields

Both teams at the close of the game lined up in front of the stand. H.E. the General Officer Commanding bestowed congratulations on the Borderers' eleven on their splendid win. The losers, (R.A.) said the G.O.C., had put up fine fight. He specially complimented Fletcher, the R.A. goalkeeper, and also M. A. A. Vosper on the very able manner in which the latter handled the game.

The Senior Shield was then presented to Sgt. McGlinchey and the opportunity was also taken to present the Junior Shield to H.M.S. "Bruce." Each player of the winning elevens also received small cups.

SPORT IN BRIEF

PRESENTATION FUND FOR MR. WALL

London, May 4. The Prince of Wales and the Lord Mayor of London are patrons of a presentation fund on behalf of Mr. Wall, who has been Secretary of the English Football Association for the past thirty-three years.

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LAWN TENNIS

EYE TESTS SUGGESTED FOR UMPIRES

WATCH THE BALL

Lawn tennis linesmen generally would probably declare that in the course of their duties they should keep their eyes on the line for which they are responsible. According to expert opinion, however, they are wrong: they should keep their eyes on the ball, and follow it until it hits the ground.

This would be a very difficult thing to do in the case of a "canon-ball" serve by Gerald Patterson or W. T. Tilden, but in such case the official would have to watch the line.

This judgment was given by an expert at an extraordinary general meeting of the Lawn Tennis Umpires' Association in London, called so that the question of eye tests for umpires and linesmen could be considered.

As a result of the meeting, we may expect an attempt to dispel those tense moments on the centre court at Wimbledon when a wrong decision is greeted with groans from the spectators.

What is wrong with many officials, according to members of the Association, is that they cannot see properly, but do not know they are afflicted. In future, they are to be tested as to vision and muscles, and they will be certificated in accordance with their sight.

Reference was made at the meeting to the fact that some umpires do not speak clearly enough. According to Mr. E. U. Story, whose speech was read by a deputy, "They should keep their voices up and shout like sergeant-instructors."

TREASURY CASE

(Continued from Page 8.)

not a question of mere silence. It was a question of saying something, making the most misleading statement possible, a settlement which for cleverness took a lot of beating. It was a statement not exciting attention but one which would be valuable later if his actions should come up for inquiry.

There were five occasions on which Tsang could have spoken and he did not speak.

Then Mr. Messer or someone instituted a kind of inquiry and the stub of the cheque book was brought in. Tsang had all the material for an explanation with him and yet he said nothing. Another occasion on which he could have spoken that day was when Mr. Black himself had to make the discovery that thirty cheques were also missing from another book. Tsang said nothing about it.

When Mr. Black came back from the bank and made the astounding pronouncement that thirty cheques were short in the second book Tsang did not speak then.

Mr. Jenkins concluded his address after having spoken for four hours and a quarter.

STAR

THEATRE

FLYING RETURN VISIT

FOR 4 NIGHTS ONLY

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Presents

THE ENGLISH COMEDY COMPANY

in an attractive repertoire of the latest London farces, Comedies and Thrillers.

Saturday

MAY 18TH AT 9.15 P.M.

ROOKERY NOOK

From The Aldwych Theatre, London.

THE FANATICS

The Most Daring Play of the Century.

THARK

From The Aldwych Theatre.

DIVERSION

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"STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

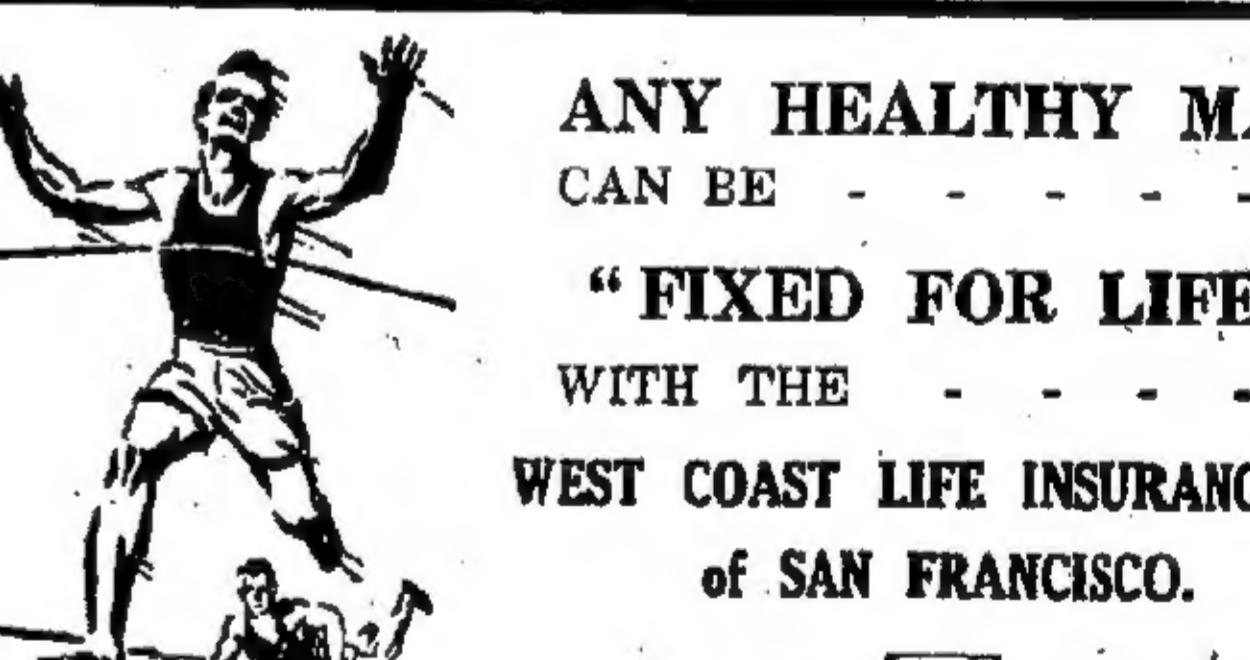
FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

BEFORE DINNER, AND BEFORE GOING TO BED
ONE "WURM" IS THE BEST REMEDY FOR ALL
DISORDERS OF THE STOMACH.

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Elana Aherne
Ormiston Miller
Valentine Clemow

Popular Bantard English Comedy Company who open at the Star Theatre on Saturday with "Rookery Nook." Other attractions are: Sunday—"The Fanatics"; Monday—"Thark"; Tuesday—"Diversion." The Company will then transfer to the Theatre Royal for three nights, May 22, 23, and 24. Booking at Moutries & Star. Prices: \$3, \$2, and \$1.

BRINGING UP FATHER.



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4-2





PERFECT HEALTH
will start with the
use of
"BEAR BRAND".

DON'T DELAY
ANOTHER DAY!

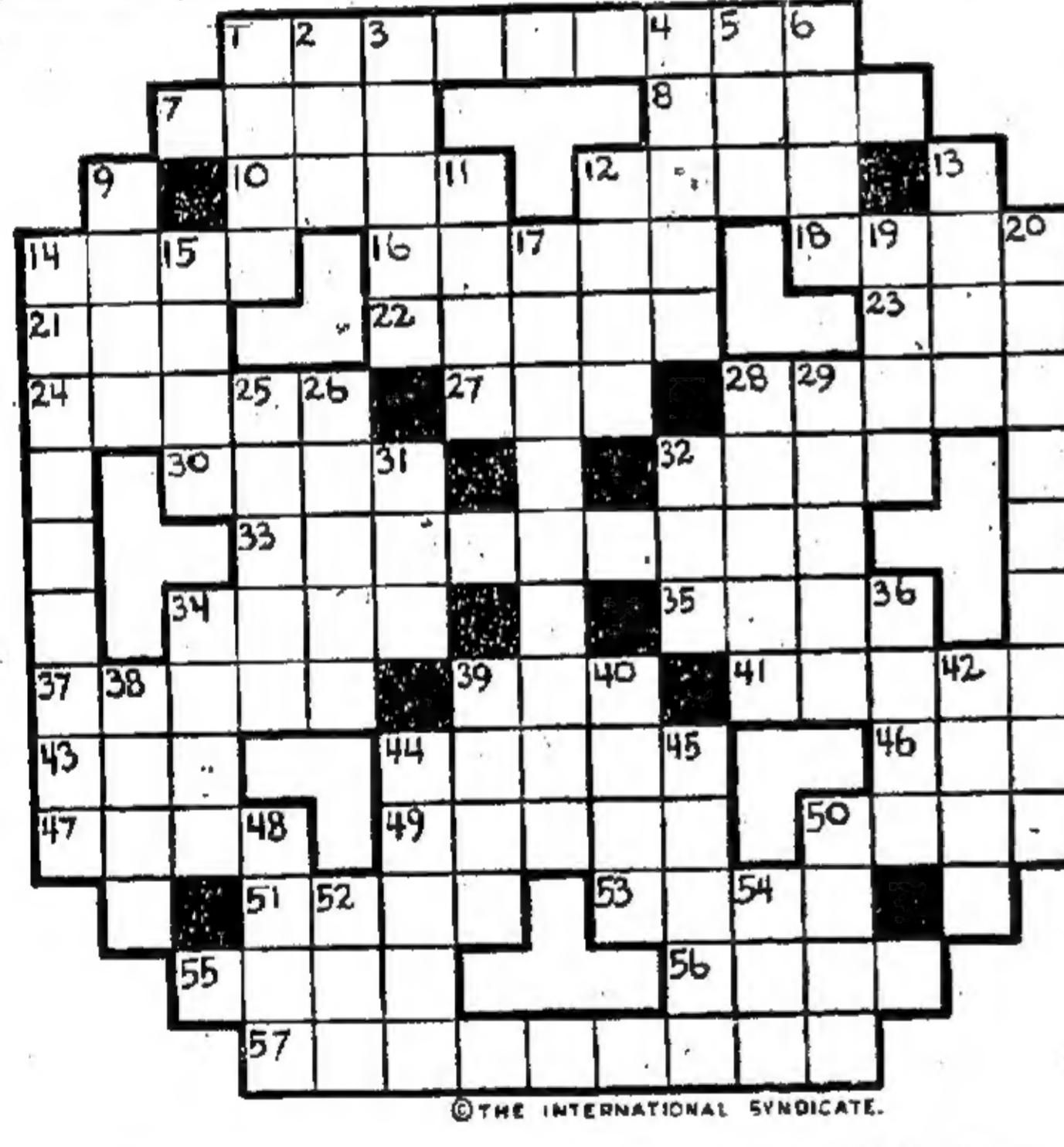
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Hong Kong.



DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL HORIZONTAL (Cont.) VERTICAL (Cont.)

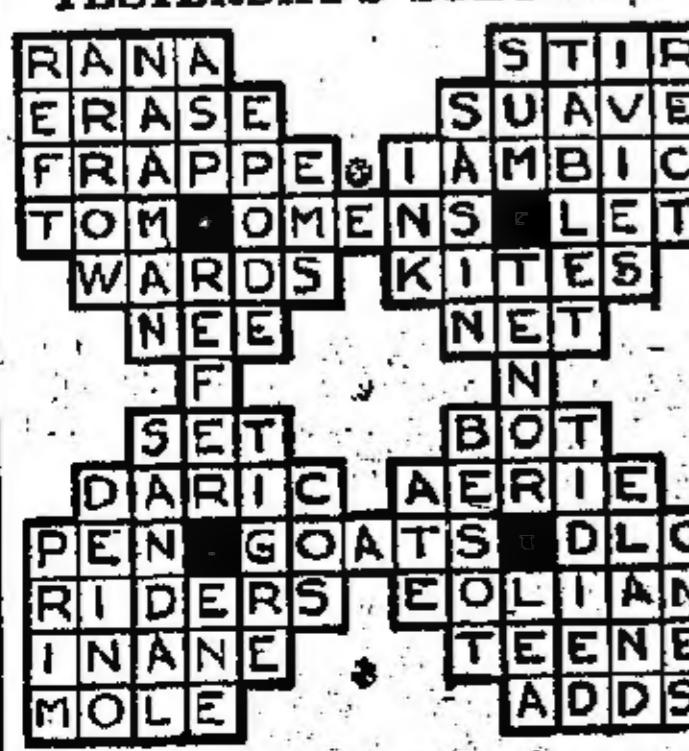
1-Litter 43-Urgo
7-Family name of first white child born in 44-Additional dividend
America 45-Trap or snare
8-Russian mountain 46-Hauled
9-Glass bottle 47-Hauled
10-Contemptuous term for a child 48-Metric measure of capacity
11-Draw high 49-Subsequent
12-A railroad station 50-Closely confined
13-Furnished with shovels 51-Level
14-Subsequent 52-Subsequent
15-A railroad station 53-Subsequent
16-Furnished with shovels 54-Subsequent
17-Custom 55-Subsequent
22-Sailors' stories 56-Subsequent
23-Precious to 57-Subsequent
24-Arrive at 58-Subsequent
27-Pastured 59-Subsequent
28-Establish 60-Subsequent
30-Obstinacy 61-Subsequent
32-Closest of anything useless 62-Subsequent
33-Censure 63-Subsequent
34-Lean upon with confidence 64-Subsequent
35-Captures as game 65-Subsequent
37-Burdens 66-Subsequent
38-To spit out 67-Subsequent
41-Bequeath 68-Subsequent

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. This will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



Capt. T. Sumiyama, side-de-camp to the Emperor of Japan, arrived in Shanghai last Saturday to the "Shanghai Maru." While in port he will inspect the landing forces and the Japanese vessels in harbour.

Dame Berthe Turner, of Dagnam Priory, Nun's Hill, Romford, who died on February 23, wife of Sir Montagu Turner, chairman of the Chartered Bank of India, Australia & China, left an unsettled estate of the gross value of £20,415.

COUNCIL VOTES

FINANCE COMMITTEE TO PASS
\$60,366

\$25,000 FOR TANKS

At a meeting this afternoon the Finance Committee of the Legislative Council will be asked to consider the following supplemental votes for the 1929 estimates:

Pump for Fire Brigade
Fire Brigade—Light Motor Pump, \$11,366
One light motor pump was ordered through the Crown Agents in 1928. Owing to delay in delivery the pump was not received until this year. Payment for the pump is being made by the Crown Agents this year.

Amount voted in 1928 Estimates for light motor pump, \$10,500, lapsed.

The actual cost has proved to be \$866 in excess of the original estimate.

A supplementary vote for \$11,366 is requested.

Water Tanks
Public Works, Extraordinary—Hong Kong Waterworks, Expenditure on Storage Tanks, etc. due to drought, \$25,000.

Owing to the continued drought it has been necessary to take steps to conserve the water supply on the Island.

Finance Committee approved the purchase of storage tanks from England and expenditure on contingencies.

Four tanks have been obtained and erected in the Western part of the City at a cost of about \$10,000 and are in operation.

A vote is therefore requested to cover this expenditure together with the hire of water boats to bring the water from Kowloon and operations generally connected with conserving the water supply. (C.S.O. 106 in 46/28.)

Refuse Barges
Sanitary Department—Special Expenditure: Two Light Refuse Barges, \$14,000.

Provision has been made for the replacement of two seagoing refuse barges by a vote of \$46,000. This estimate, made last year, was for a more expensive type of barge than that at present in use. Immediate replacement is necessary as the existing barges are old; but it is thought undesirable (while the whole question of continuing deep sea dumping is under consideration) to purchase the more expensive type. It is accordingly proposed to replace by the existing type costing about \$14,000 each. This leaves a balance of \$12,000 on the vote.

Additional craft to meet extra work involved in the expansion of the Colony—and Kowloon in particular—are required. These are for use in conjunction with the dumping at the reclamation at Cheung Sha Wan. This experiment has proved most successful and it is hoped to extend it.

(Continued at foot of next Column.)



WHEN YOU ARE ON LEAVE

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3A, Wyndham Street.

NEW ZOO BABY

FIRST CAMEL BORN THERE

FOR 17-YEARS

LATEST ARRIVAL

The Zoo has got a delightful new exhibit—a baby bactrian camel, born in the menagerie in mail week. This important little animal is the first camel to be born at the Zoo for seventeen years, and his parents are Daisy and Ginger, who arrived

two years ago.

Shortly before the birth was expected to take place, Daisy was separated from Ginger and shut up in the inner sleeping apartment

(Continued at foot of next Column.)

WHEN YOU CANNOT KEEP UP WITH YOUR WORK

Your Brain and Nerves Are Calling For Help.

How and Why This Is Best Given
By The World's Most Famous
Blood and Nerve Tonic.

No matter how great your normal energy, no matter how strong your will, you cannot permanently impose too severe a strain upon your powers without sooner or later experiencing a breakdown.

The early symptoms of nervous exhaustion are easy to recognize. You lose your spirits, feel nervous and irritable, small things worry, assuming the aspect of big troubles. Your memory becomes uncertain and your thoughts confused; perhaps headaches, hot flushes, and a tendency to get easily excited are noticeable; your digestion suffers and you feel the need of stimulants to cheer you up and to aid your appetite. Even if you quickly get off to sleep on going to bed you soon awake, and your brain then refuses to give you any rest until the small hours, with the result that on rising you feel tired and unfitted for the labours of the day.

Probably the very best cure for such a condition is a long sea voyage. But few can afford either the time or the money for this. A method of treatment within the means of everybody, and which tens of thousands of sufferers throughout the

world have found completely efficacious, is by means of Dr. Williams' Pink Pills. It is truly astonishing how a short course of these Pills enrich the blood, build up the nerves and give new vitality to the whole system.

The reason why Dr. Williams' Pink Pills do this is because of their unique formula, devised originally by a physician (an M.D. of Edinburgh University, Scotland) of great genius and experience, a formula containing not only a number of ingredients highly beneficial to the human organism, but also one of such outstanding importance that it has been declared by the highest medical authority to be indispensable to life.

Their unsurpassed creative strength-restoring qualities have given Dr. Williams' Pink Pills for Pale People supreme place among the world's tonic remedies for the past forty years.

Surely, therefore, they are worthy of a test if you need tonic help!

Of chemists everywhere, or post free at \$1.50 per bottle, \$8.00 for 6 bottles, from The Dr. Williams' Medical Co., 60, Kiangs Road, Shanghai.

DR. WILLIAMS' PINK PILLS.

INCREASE IN CRIME

ENGLAND'S HIGHEST FIGURES

FOR 19 YEARS

FEWER MURDERS

Crime in England, in spite of a slight drop since 1926, which in view of the general strike, is regarded as an exceptional year and not a fair comparison, increased considerably during 1927. The rate was, in fact, the highest recorded since 1908.

The above is to be met from savings under two Refuse Barges.

Clothing and Accoutrements Police Force—Clothing and Accoutrements, \$10,000.

Provision made in Estimates, \$95,000.

Police Stores now supply clothing materials to a large number of other Government Departments. To meet the demand, an additional stock has to be carried so that requirements, may be met early each year. It is estimated that the additional stock required will cause an excess on the Police Vote by \$10,000.

Cost of clothing is recovered from other Departmental Votes.

DON'T WASTE WATER!

In association with the Grand Hotel des Wagons Lits, Peking.

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PENINSULA HOTEL:

HONGKONG HOTEL: REPULSE BAY HOTEL:

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AND.

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HOTELS,

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In association with the Grand Hotel des Wagons Lits, Peking.

Camelia



"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted! "CAMELIA" is a new idea which entirely supersedes all other forms of sanitary pads.

Your Doctor will Endorse this!

Doctors and Nurses recommend "CAMELIA" for its many hygienic advantages:

- "CAMELIA" supersedes makeshift methods with great advantage to health and comfort.
- "CAMELIA" is aseptic. It is made of sterilised materials, under absolutely hygienic conditions, and is packed in a dustproof, sealed box.
- "CAMELIA" absorbs all surface moisture—a frequent source of bacterial infection.
- "CAMELIA" is deodorising—it absorbs odour.
- "CAMELIA" gives security, confidence, freedom from anxiety.
- "CAMELIA" is cheap enough to throw away and can be instantly disposed of in the simplest and most hygienic manner possible. No laundering. "CAMELIA" is, in fact, most easily disposed of.

STOCKED IN THREE SIZES

SIMPLY ASK FOR

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REFUSE IMITATIONS!

Obtainable at all drug and general stores.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2538. Factory:—500-504, Canton Road, Yaumati. Tel. E. 869.

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—500-504, Canton Road, Yaumati. Tel. E. 869.

General and Commercial Printers, "China Mail" Offices, 3A, Wyndham Street, Tel. C.22.

HAIR DRESSERS & BOOKSELLERS

LEE YEE, Ladies' and Gentlemen's Hair Dressers & Booksellers.

No. 12, D'Aguilar Street. (opposite Queen's Theatre).

ELECTRICAL SUPPLIES.

THE GLOBE FOOK CHEONG ELECTRICAL SUPPLY CO., LTD.

72, Queen's Road, Central.

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ENGINEERS & SHIPBUILDERS.

W. S. BAILEY & CO., LTD.

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New Work & Repairs.

Call Flag "L".

Sole Agents for Kelvin Motors.

WONG SIU WOON

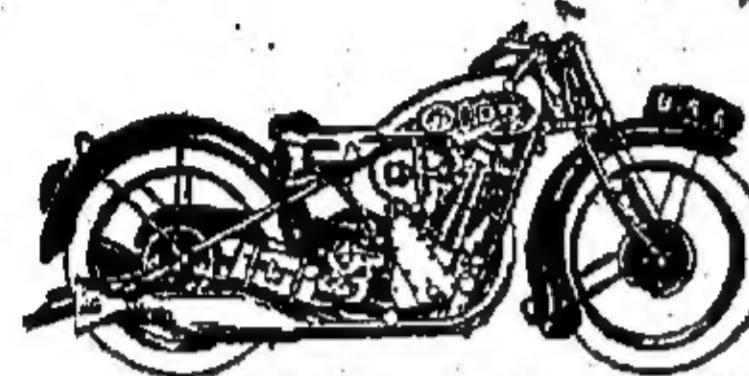
General Agents for the Royal Automobile Association.

For further information apply to the Manager, 10, Queen's Road, Central.

THE MOTORISTS' PAGE

For POWER, SPEED, SAFETY,
SILENCE, ECONOMY &
RELIABILITY

B. S. A.



B.S.A. 4.93 h.p. Model S39 Two Port O.H.V.

It's the perfect combination of these vital factors which makes B.S.A. Motor Cycles the most popular machines in the world.

Call and See the Very Latest Model
4.93 h.p. Light Two Port O.H.V.

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THE SINCERE CO., LTD.

Sole Agents:-



BUY THE WORLD FAMOUS 'SUPER ELTO' OUTBOARD MOTOR

If you want unfailing reliability and full outboard satisfaction.

"Elto" Outboard Motors are the result of over 25 years' experience in Outboard design, and whether you want a Motor for Racing, Cruising, or Utility Work, there is an Elto Model to meet your needs.

May we have the pleasure of demonstrating these motors to you?

SOLE AGENTS:-

RUDOLF WOLFF & KEW, LIMITED,

54, Queen's Road Central;

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Tel. C. 2173.

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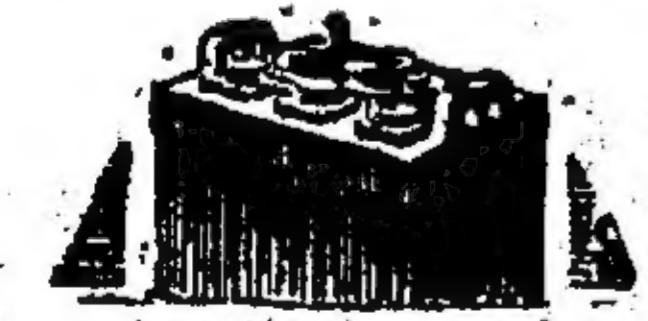


ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

Sole Agent in South China for:
BROCKWAY MOTOR TRUCKS
and
BUSES

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Auto Bulbs

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Batteries

THE ASIATIC AMERICAN CO.

OFFICE:
45, Stanley Street.

SHOW ROOM:
11, Queen's Road, E.

Tel. C. 244.

BUS CHASSIS INTRODUCED BY WILLYS- KNIGHT

Willys-Knight products are to be extended to include a bus chassis which will be sold through the John N. Willys Export Corporation. This coach chassis has been designed to meet the exacting needs of overseas service and to offer the most economical means of transportation with the greatest safety and riding comfort.

This new unit is powered by the famous Willys-Knight double sleeve-valve, $3\frac{1}{2}$ x $4\frac{1}{4}$ -inch engine developing 70 h.p. at 2,600 r.p.m. and providing a road speed of 45 miles per hour. The crankshaft is carried in seven bearings. Petrol is fed by vacuum from a 45-gallon tank to a Tillotson carburetor. The tank is cradle-mounted at the rear of the frame and is furnished with a special flexible fuel pipe with casting for mounting on outside of body. A petrol gauge is mounted on the dash. The exhaust pipe is mounted on the outside of the frame.

The electrical equipment includes a 12-volt Lees-Neville generator, and the Electric Auto-Lite equipment is employed for starting, lighting and ignition. The cooling system includes a cellular type radiator, and a centrifugal pump.

The Clutch

The single dry-plate type clutch with two 11-inch asbestos fabric rings is mounted in unit with the engine and transmission. The transmission furnishes four speeds with a ratio of 4.8 to 1 in low and direct in high. Power is carried to the rear through a three-piece tubular propeller shaft equipped with four metal universal joints. The rear axle is of the double reduction, full-floating type providing a standard final reduction of 6 to 1. Various other axle ratios are obtainable.

The frame is of pressed steel, $8\frac{1}{2}$ -inch depth, $3\frac{1}{4}$ -inch flange and $3\frac{1}{2}$ -inch stock kick-ups for front and rear axles. It is reinforced by an X brace in the centre and seven channel and one tubular cross-member as well as frame liners. Semi-elliptic springs with auxiliaries which function under load, support the frame. They measure $46 \times 2\frac{1}{2}$ inches in front and 60×3 inches rear.

Four-wheel brakes, operated in conjunction with vacuum booster brake mechanism and a hand brake acting on the rear wheels make up the braking system. Steering is through cam and lever gear.

Budd Michelin disc wheels equipped with 34×7.50 -inch balloon single and dual rear are standard.

Dimensions:
Wheelbase 190 inch (4.75 m.).
Overall length 276 inches.

Back of dash to centre of rear axle 151 inches.

Back of dash to end of frame 208 inches.

Weight—5,700 pounds.

Maximum capacity (body and load) 6,150 pounds.

Frame height from ground at front door loaded, 22 inches.

FIVE YEARS' BAN

DRASTIC PENALTY FOR DRUNKEN MOTORIST

A motorist was fined £35, ordered to pay 12 guineas costs and disqualified from holding a licence for five years at Lambeth recently.

He was charged with being drunk while driving a motor car; driving in a manner dangerous to the public; driving without a licence; failing to stop after an accident.

It was alleged that after colliding with a motor-lorry at Brixton Smith drove away without stopping, and then narrowly escaped a collision with a motor-cyclist.

A constable formed the opinion that Smith was intoxicated, and that view was shared by Inspector Stigey, who took the charge at the police station.

Mr. Sanders (prosecuting) said he had come to the conclusion that the charge of drunkenness could not be sustained, and he accordingly withdrew it.

ALL KIND OF CAR REPAIRS.

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4821.

NEPAL KEEN CARS OVER AERIAL CABLES!

If there were a championship award for the world's most enthusiastic motorist it would undoubtedly go to some member of the Royal Family of Nepal. Nepal is a little kingdom on the northern border of India, almost under the shadow of Mount Everest, and there are few places in the world harder to reach by automobile.

A representative of the Royal Family recently took delivery in Calcutta of a Studebaker President Eight Limousine, a Studebaker Director Berline, and two Erskine Sixes. But the Royal Family resides in Kathmandu, capital of Nepal. The new cars had to be shipped by rail from Calcutta to a city 38 miles from the capital. From there they were driven to within 18 miles of Kathmandu. For the final 18 miles of the trip, however, the cars had to be transported by aerial cables over valleys and mountains where there is no sign of a road. Travellers are carried over this 18-mile stretch in coolie chairs.

After having surmounted all these difficulties to get their cars, the Royal Family can operate them on just 22 miles of road—which is the total extent of the little kingdom's highway system.

ALL ROUND CAR

PLYMOUTH PROVES ITSELF

Mr. W. E. Rankin, of Sandy Hook, Mississippi, is believed to be the heaviest mail carrier in the business. He weighs 438 pounds, and he made an exhaustive search to find the car best suited to his work. He was doubly particular because he is forced to travel over rough roads often made worse by mud.

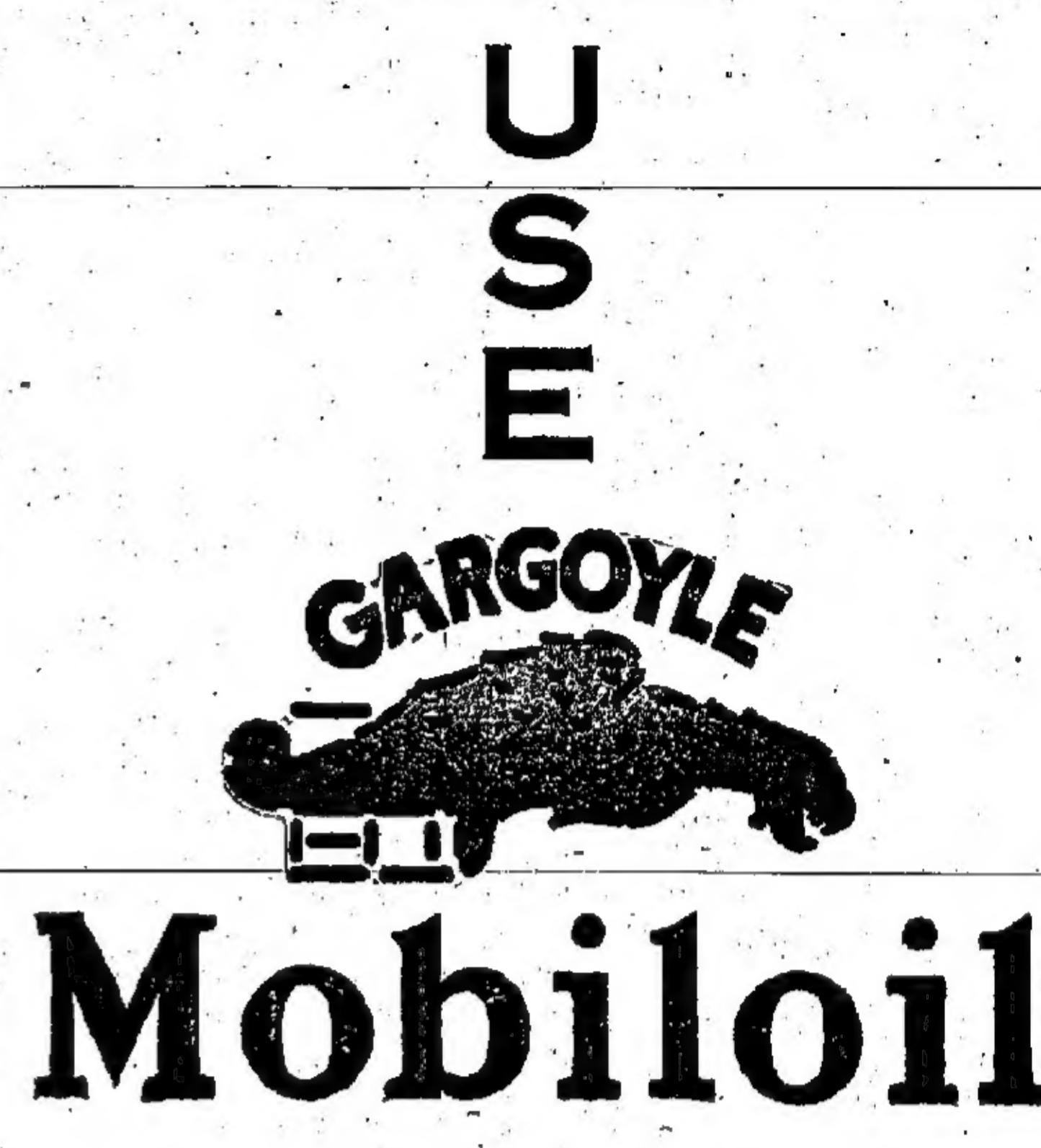
Mr. Rankin demanded roominess, speed, easy-riding action, economical performance and low-price, all of which he found in the Plymouth Two-Door Sedan. Owing to the driver's extreme weight and size, the front seat was moved back a few inches and three extra leaves were added to the spring on the left side of the car.

In Iowa, on a recent winter day, a standard Plymouth Coupe established a remarkable record on a route totalling 26.3 miles. Eighty stops were necessary to make deliveries to 84 mail boxes. The car achieved all this with a full consumption of exactly one gallon!

In a Big Way

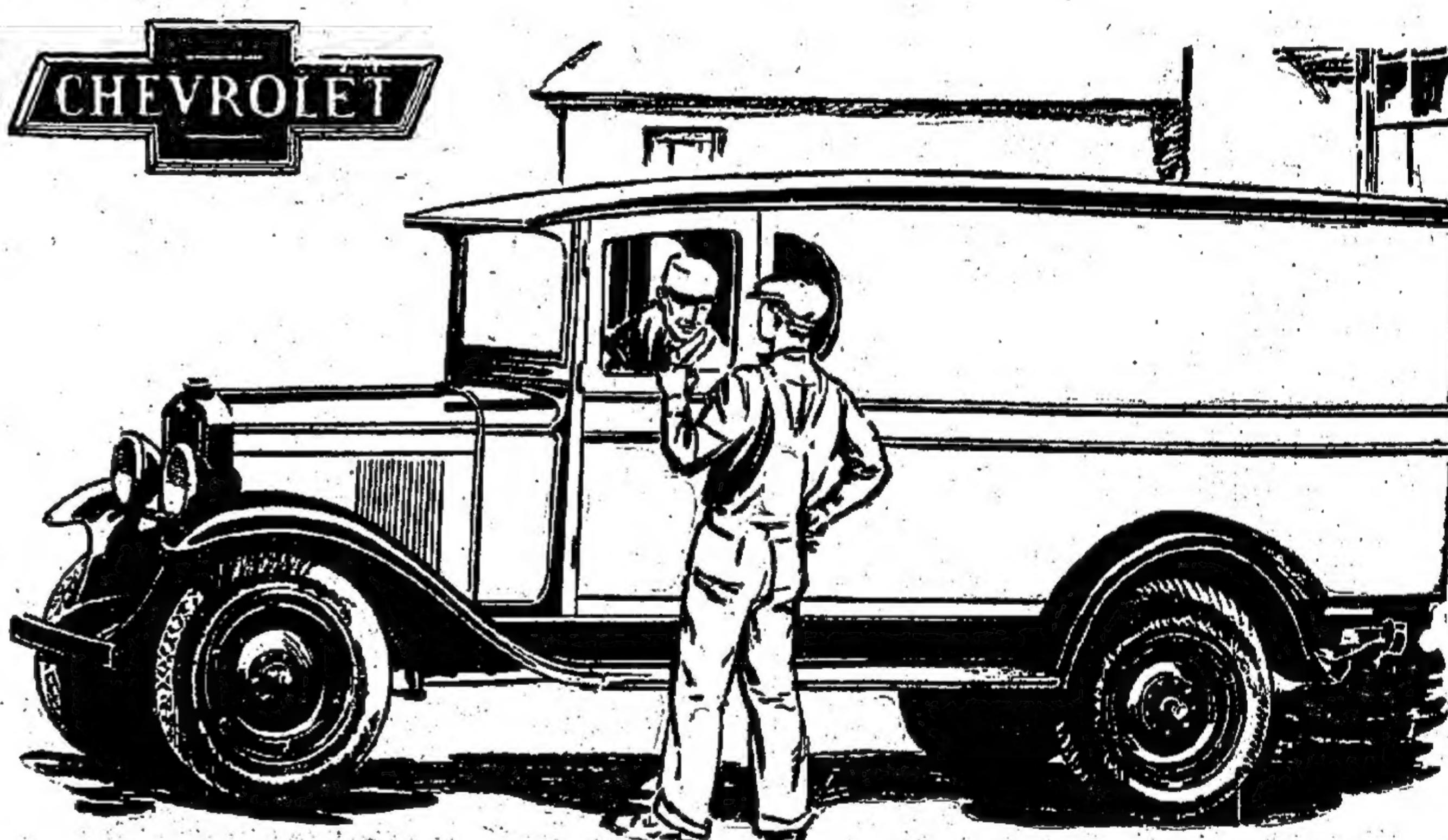
Texas does things in a big way. Not only is it the largest State in the Union but it has produced the tallest man in the world. He is Jack Earl who hails from El Paso and stands highest in his class at eight feet six inches.

Mr. Earl's altitude is a handicap in a world that has been designed for human beings whose average height is three feet less than his own. With motor cars, the tall Texan has encountered difficulties.



Make the chart your guide

That is, until he discovered the Plymouth during the recent automobile show in Chicago. He was amazed at the ease with which he could sit comfortably in the driver's seat of the Plymouth. The spectators who saw him do it were even more amazed. But it was visual evidence of the full size of this automobile, another proof that Chrysler Motors engineers, by their own system of scientific proportioning, have produced a car in the lowest price field that provides ample room for its passengers—even if one of them happens to be the tallest man in the world!



POWER THAT REDUCES HAULING COSTS!

Don't be afraid to load your new Chevrolet Truck to capacity when the route is over steep hills, up stiff grades or through sandy, muddy, uneven trails.

The new Chevrolet engine has 32% greater power and 20% more speed. The new accelerator pump will release a reserve of surplus power the instant it is needed. The rugged rear axle has extra strength built into it. The massive frame is built to resist weaving and twisting.

And there are many other outstanding features that assure dependability—long life—freedom from repairs—and a greater degree of that economy which has helped so materially to win world leadership for Chevrolet.

Let us show you how this new truck will reduce your hauling costs.

1½ Ton Chassis Complete H.K.\$1,510.



THE HONG KONG HOTEL GARAGE
25 Queen's Road Central
Tel. Central 4759.

TYRE MAKERS

HOME WRITER'S ABLE DEFENCE

HINTS TO OWNERS

Ever since motoring began, it has been the custom of tyre companies to deflect the complaints of tyre buyers by accusations of under-inflation. Many ordinarily meek men have been stirred to genuinely apoplectic rage by these "put-offs," as such denials of liability are vulgarly named in offices. When a tyre has collapsed beyond repair after about a quarter of the mileage which it was expected to survive, it is very irritating to be told that it is all your own fault; and doubly so if you are under the illusion that you have fostered the tyre in question like a lapdog. It would seem that some disgruntled motorists have been so rude to the tyre companies that the tyre companies are beginning to hit back; or perhaps one should say "the tyre company," for Dunlop supply the bulk of the tyres used on private vehicles in Britain. At any rate, Mr. W. H. Paull, who directs the technical activities of Fort Dunlop, put the case for the tyre manufacturer most cogently when he was invited to address the Institute of Automobile Engineers. He asked us to imagine (writes R. E. Davidson in "The New Statesman") what would happen if motor cars were sold without springs, and each individual user were left to fit a spring of any particular strength which appealed to his fancy? The reliability and the comfort of the suspension would depend entirely upon the user's common sense. Precisely the same reasoning applies to tyres. The Dunlop people never supply a complete pneumatic tyre. They sell Jones a cover and a tube. Jones has to provide a column of air at a certain pressure. In ninety-nine cases out of a hundred Jones has only the vaguest idea of the correct pressure for his tyres, and less idea of the actual pressure on which they are running at any given moment. This is not the fault of the tyre company. With his new car Jones receives a miniature library including a volume which tells him all about tyre pressures. Jones is further equipped with a pressure gauge and a pump. But he continues to display an egregious recklessness in the matter of inflation. Should a long-suffering cover fail to cover the 10,000 miles which he regards as his due (no matter how fiercely he brakes and accelerates), he writes a furious letter to Fort Dunlop. Fort Dunlop reply politely, suggesting they would be interested to see the faulty cover. When they see it they almost always blame under-inflation, and Jones never believes them. He imagines the phrase is a convenient evasion, planned to save Fort Dunlop the cost of presenting him with a new cover.

"Fort Dunlop is Honest"

I should like to assure Jones that Fort Dunlop always knows the cause of any premature arterio-sclerosis or other senile symptoms in a tyre. They have deliberately destroyed innumerable covers in their own research work, and micro-photographed such covers at every stage of dissolution. I should further like to assure Jones that Fort Dunlop is honest. One does not build up such a gigantic business—approaching a monopoly, and a monopoly earned by quality—without satisfying the bulk of your customers. As a journalist, I have repeatedly conveyed the complaints of private customers to the Dunlop experts; and on one or two occasions I have allowed myself to imagine that the customers were right and the factory wrong. But I have invariably had irrefragable evidence laid before me at the finish. One of the most famous Continental manufacturers goes so far as to publish a series of photographs, depicting tyres destroyed by various forms of misuse, so that his customers can verify his verdicts. Mr. Paull prefers to carry conviction by reprinting the mileages obtained with similar tyres over similar roads on similar buses by various public companies. He quotes the example of six fleets of motor buses, where all the conditions were identical save two. The roads naturally varied a little, but not enough to affect mileage seriously. The discipline on the upkeep side varied enormously. As a result the six fleets obtained the following mileages from their tyres: 40,236; 37,774; 29,786; 17,885; 12,488; and 12,074. These figures account for the fact that whereas Jones gets 3,000 from a cover on his 1928 four-seater Morris-Cowley, Brown is bragging of 20,000 miles with a similar cover on a similar car.

How Tyres Stand the Strain
Incidentally Mr. Paull makes some very interesting remarks about the power absorbed by tyres; and an under-inflated tyre naturally absorbs more horse-

SOLE COMPLAINT

TOLL-GATE TAXES ON ROAD USERS

AN IRRITATING SURVIVAL

An American who had been told that the best way to see Britain was from a motor-car, a few days ago ordered one by wireless while travelling across the Atlantic. On arrival at Plymouth he started off in the car in blithe mood for Margate, and took the coast road. On the journey he was called upon to pay seventeen toll-gate and road fees, amounting in the aggregate to about £1.

When he reached Margate he was asked what he thought of the British countryside. It is beautiful," he admitted, "but so it ought to be." He drew from his pocket a number of coloured toll passes. "Look at my admission tickets," he said.

An official of the Automobile Association stated: "It will surprise the public to know that there are eighty-eight toll bridges and fifty-five toll roads in the country. The charges vary very considerably, but it is possible to spend a considerable sum in the course of a comparatively short journey, and there are all sorts of curious charges."

"For instance, at Tuckton Bridge, owned by the Bournemouth Corporation, there is a charge of one penny to take across a baby's pram, twopence for a motor-car, and one half-penny for a pedestrian."

In several cases workpeople are obliged to pay one penny or a halfpenny when going to and from work.

"At Shoreham there is a charge of 4d. for a hearse and twopence for the body, and at Swindon Bridge, on the Oxford-road, there is a charge of one farthing for every calf, sheep, or lamb."

"Some of the charges are very high, such as at Denham Bridge, on the main Lincoln-road, where the charge per vehicle is 2s. In the case of a tradesman who desires to cross and re-cross several times a day, this is very expensive."

"All our routes are made out to avoid these charges, as far as possible, because in many cases they are exorbitant. We look forward to the day when they will all be done away with."

There is only one toll levied in Scotland, at Connel Bridge, on Loch Etive, where the L.M. and S. Railway make a charge of 10s. per car.

AN ACHIEVEMENT

Miss de Havilland who arrived in Calcutta on March 16 on board the ship "Mandala" has covered 8,000 miles in a Baby Austin, having left London in October for America, New Zealand, Australia, and now India. She is the sister of Geoffrey de Havilland, aircraft manufacturer. Her companion was Miss Mira Elie, but the latter went no further than Hollywood and Miss de Havilland went on alone. Throughout the War she drove ambulances in France. She expects to be back home this month via Bombay.

power than one which is blown up harder. Under normal running conditions the power lost through the tyres amounts to about a third of the total energy losses in the car. At thirty miles an hour any given part of the car is compressed and released about 360 times a minute. The four balloon tyres of a light car consume approximately 2 h.p. at a legal limit speed; more if they are under-inflated. He also gives measured results with regard to racing tyres, which indicate the part played by them in the fantastic speed records of recent years. For example, a 6-in. racing tyre only consumed about 5 h.p. at 140 miles an hour, which was the world's record speed not many years ago. But when a test of these tyres was made on a specially designed machine with a view to the Campbell and Segrave records, and a run was made at 260 miles an hour for two consecutive minutes, the tyre absorbed 25 h.p. It was thus obvious that unless or until a better tyre could be evolved for the purpose, the four tyres of the Leviathan racing car would absorb 100 h.p., a power allotment which could not be spared for the purpose.

Mr. Ainscough urges the need for more direct factory representatives to supervise the appointment and activities of local agents and to give that personal attention to the market which it receives from our leading foreign competitors. In this connection, note may be taken of the enterprise of General Motors, India, a subsidiary of the great Motor Corporation, in establishing a huge factory at Bombay to assemble and manufacture motor-cars and trucks for India, Burma,

MOTORS IN INDIA

SUBSIDY FOR HEAVY VEHICLES

GREAT BRITAIN'S SHARE

(From A "Times" Correspondent.)

The position and outlook in the Indian market afford striking testimony to the value of educational and propaganda effort by motor interests in countries only partially equipped for modern road traffic. The Indian Roads and Transport Development Association, Limited, comprising motor, oil, tyre, and transport interests and the principal users of roads, did much to create the public opinion which led to the overthrow of the theory that motor-cars are "luxuries" and therefore must pay double the 15 per cent. standard rate of import duty. Still more, the association helped to secure the appointment of the Indian Road Development Committee and to elucidate the facts on which the report is based. At the annual meeting of the association held in Bombay in December the document was described as satisfactory in large measure, though the council was not in full agreement with some of the recommendations.

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Ceylon, and Persia. The plant, utilising a total capital outlay of about £750,000, is to maintain 21 separate manufacturing departments.

A feature of Indian life in the last two or three years has been the sudden and remarkable development of motor passenger services.

In the important trade of motor-omnibuses, vans, and lorries, the United States and Canada have almost a monopoly of a total of 8,682 such vehicles imported in the last fiscal year, only 447 came from the United Kingdom and 268 others elsewhere than from North America.

British suppliers have experienced great difficulty in pushing their immediate environment.

Our manufacturers have now been given a notable opportunity by the decision of the Army Department to subsidise certain British makes and types of rigid, six-wheeled mechanical transport vehicles fitted for freight-carrying bodies on pneumatic tyres.

It is significant, in connection with Mr. Ainscough's advice, that when the decision was announced late in the autumn, there seemed

in the market many prospective buyers of this type of vehicle, but few salesmen, Army Headquarters being besieged by applications for information concerning the conditions for subsidising purchases.

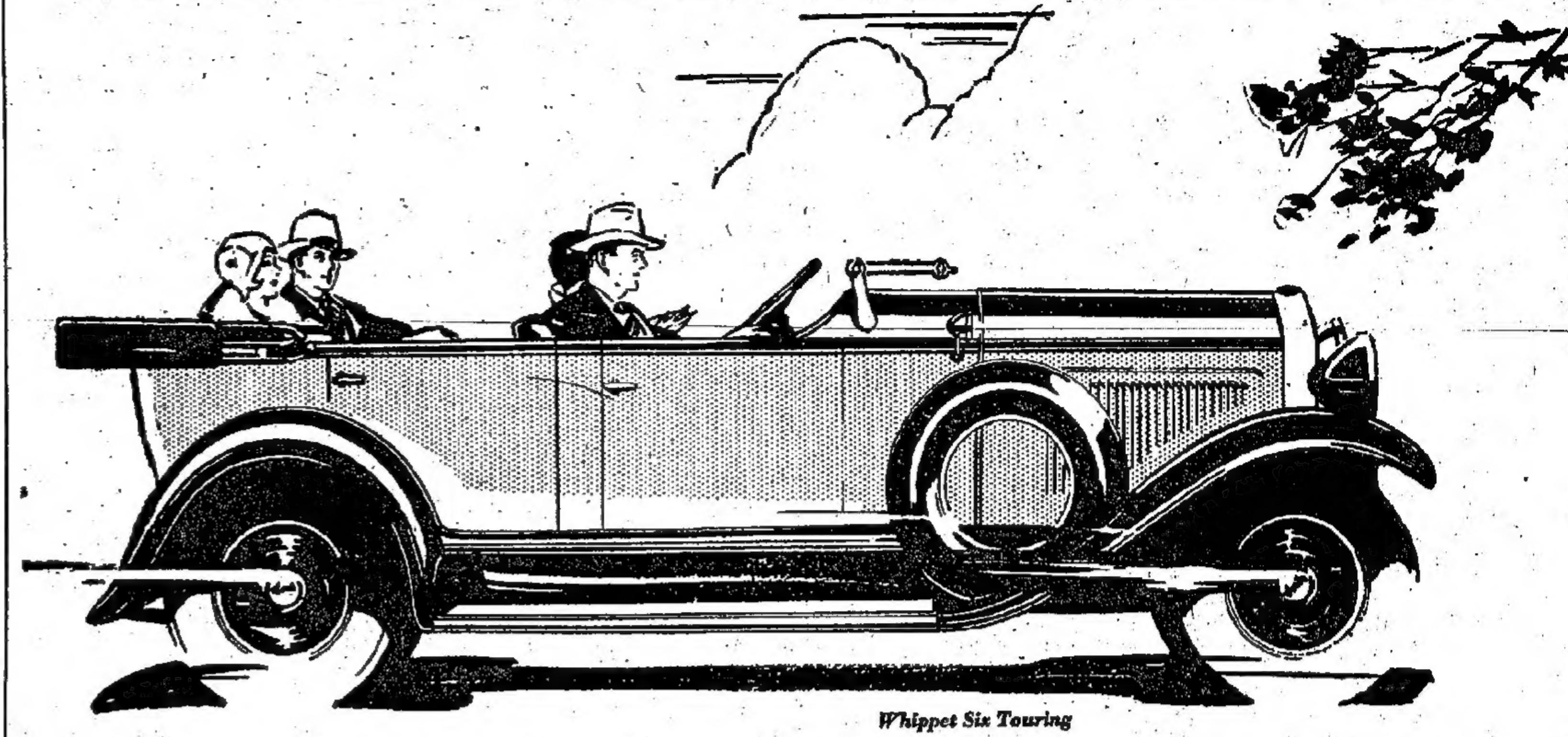
The object of the scheme, of course, is to provide mechanical transport to supplement existing military provision in a national emergency.

Equitable conditions of purchase in such event are laid down.

The vehicles or chassis must be capable of carrying a minimum net load of 30 cwt. in one category or 3 tons in another, such loads to be independent of the weight of body and any fixtures to chassis which they are normally designed to carry.

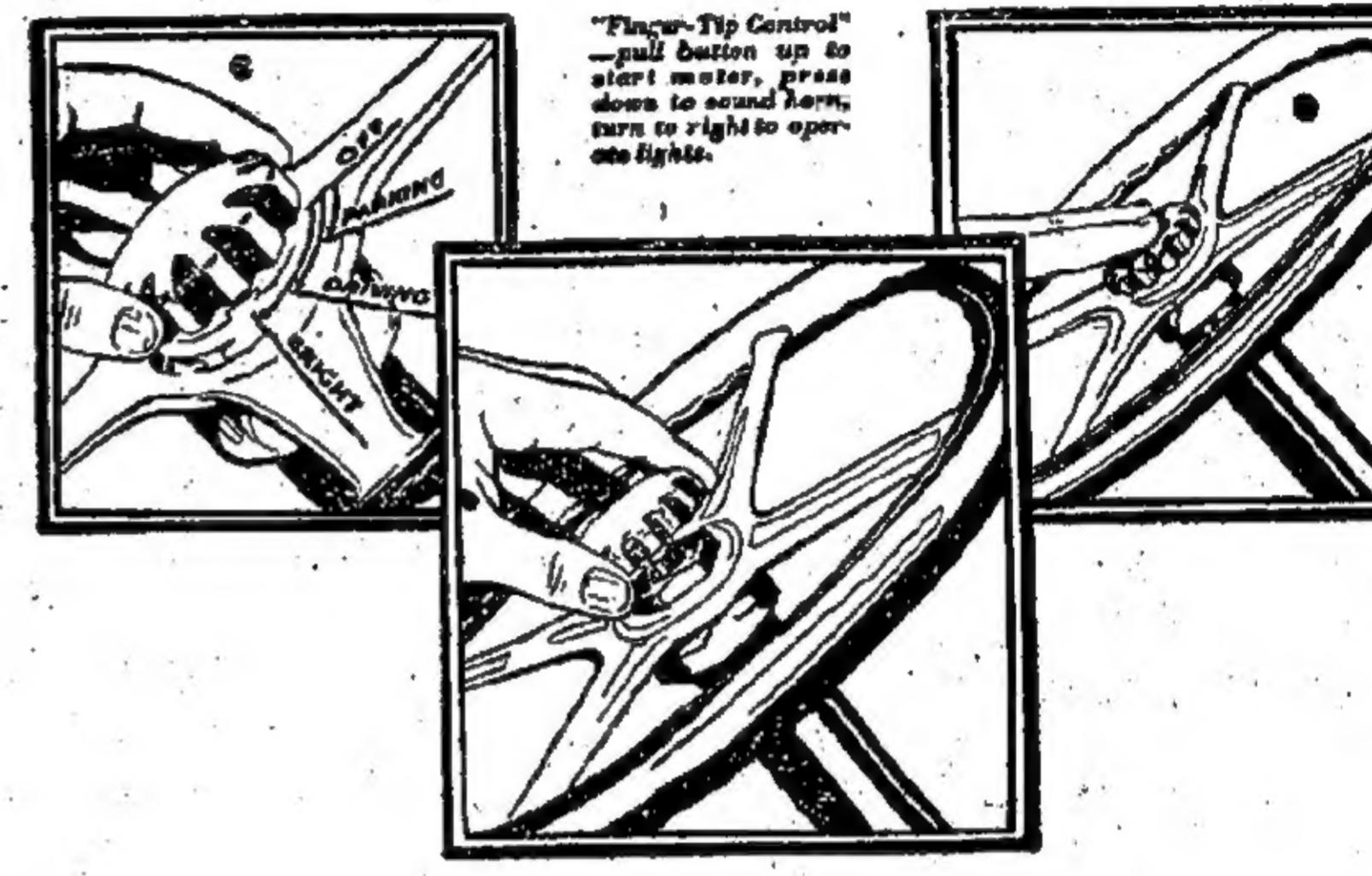
The scheduled list of eligible vehicles, which are to be equipped with tyres of British manufacture and operated with such tyres during

THE LOWEST PRICED SIX



Whippet Six Touring

WITH "FINGER TIP CONTROL"



THE Superior Whippet Six is the world's lowest priced six equipped with the remarkable new "Finger-Tip Control"—the greatest advance in driving convenience since the self starter.

A single button, located in the centre of the steering wheel, controls all functions of starting the motor, operating the lights and sounding the horn.

Aside from its convenience this

fundamental improvement is also an important safety factor as you can keep your eyes always on the road, and you can keep your foot on the brake when starting or re-starting on a hill.

See the new Superior Whippet Six at your nearest Willys-Overland dealer's. He will gladly arrange a demonstration at any time suitable to your convenience.

The new superior
WHIPPET SIX
LOWER COST OF OPERATION

Agents:
Messrs. Gilman & Co., Ltd.
Telephone C. 290.
4A Des Vaux Road, Central.

Garage and Service Station:
Messrs. Duro Motor Co., Ltd.
Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

MOTOR-COACH BATHS

A giant motor-coach, in which passengers walk upstairs to bed, and fitted with a bathroom with hot and cold running water, left London on its maiden journey to Manchester the other day. The coach can be converted for day or night travel. By day the accommodation is similar to that of a railway carriage, with seats on both sides of separate compartments connected by a corridor running the length of the coach on both decks. Each compartment has a table for reading, cards, or refreshment, and the coach is fitted with a gallery from which meals can be served. Forty passengers can be carried by day and 20 night.

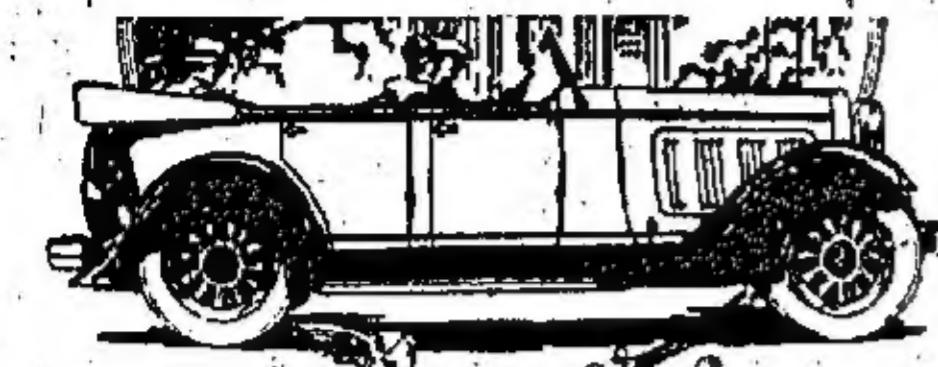
LOVELY LINES!!
SURE
IT'S A
"VAUXHALL."

TOURING CARS

ARE THE BEST FOR SUMMER.

DODGE BROTHERS

BUILD THE BEST TOURING CARS.



THE VICTORY SIX

IS THE ACHIEVEMENT OF DODGE BROTHERS.

TRY IT AND SEE FOR YOURSELF.

TRIAL AND INSPECTION CORDIALLY INVITED.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
Telephone C. 5644.RIDE A MONET & GOYON
FITTED WITH M.A.G. ENGINEOutstanding Achievements of This
FAMOUS ENGINEThe Most Difficult and Dangerous
Race in France

THE HILL CLIMB DE LA TURBIE

175 c.c. 1st, 2nd, 3rd, 4th, 5th

All on M & G.

250 c.c. 1st on M & G.

350 c.c. 1st on M & G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

750 c.c. 1st on M.A.G. engine.

SIDE CARS.—

350 c.c. 1st on M & G. M.A.G. engine.

600 c.c. 1st on M.A.G. engine.

Easy Payments Arranged.

THE FRENCH MOTOR CYCLE CO.,

46, Nathan Road, Kowloon.

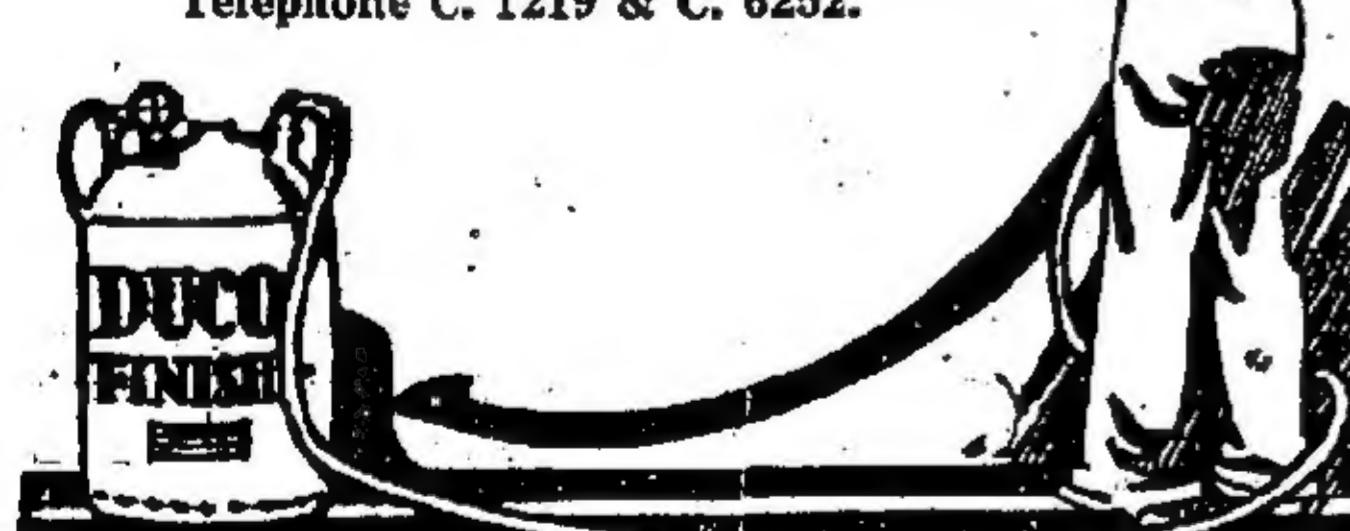
As good
as New —Let us renew the original beauty of
your car with an expertly applied
DUKO finish job. Then she'll look
as good as new.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Road C.

Telephone C. 1219 & C. 6252.



THE COMMANDER

210 MILES IN 210
MINUTES

The necessity of getting two escaped prisoners of desperate character and notorious gang affiliations back to the Illinois (U. S. A.) State Reformatory at Pontiac, Illinois, with the greatest possible speed, gave The Commander another opportunity to prove its mettle.

When word was received at Pontiac that the two men had been recaptured at Ironton, Ohio, only 10 miles from the West Virginia line, C. M. Lunn, O. O. Botkin and Jack Lannon were ordered to bring them back.

"How'll we go?" was the first thought.

"In my Studebaker, of course," was the prompt reply of Lannon.

So off started the trio and drove to Ironton that same day, a distance of 482 miles. It was a matter of a few formalities before the prisoners were loaded into the car, and the party, now increased to five, started back over the same trail. On the last 210 miles from Indianapolis, Indiana, to Pontiac, the total elapsed time was exactly 210 minutes. Botkin was driving for the fact that the time was checked by their three watches. This was an average of 60 miles an hour.

Needless to say, the prisoners were safely returned, thanks partially to The Commander.

MOTOR BOATING

OUTBOARD RACING FOR
WOMEN

SAFE AND HEALTHY

Although outboard racing has up to now been mainly a man's sport, there already exists a numerous band of enthusiastic women "outboardists," and the suitability of this sport for women is so patent to all who know anything about outboard motor boating that I confidently predict it will be taken up to a considerable extent by women in large numbers during the coming season, writes Elsie M. Shillan in the "Motor Boat."

While outboard racing is most exhilarating for the contestants, and spectacular for the onlookers, it has the advantage of being perfectly safe. Unlike speeding on the road, where a "spill" means almost certain injury, the very worst that can happen to a competitor in an outboard race is a "ducking." Even this is becoming a rare occurrence, for whilst a little while ago it was considered rather a feather in one's cap to turn one's boat over, it is now looked upon as a sign of faulty seamanship or poor judgment in the selection of a good safe-riding boat.

Advantage of Cleanliness

Another advantage of outboard motor boating for women is its cleanliness. One does not get smothered in grease and dust as in motorcycling, for instance. The woman who takes up this sport is sure of a pleasant time from the social standpoint, as "outboardists" have always impressed me as being about the most agreeable set of people I have ever been in contact with, while the spirit of camaraderie which exists amongst them is probably unexcelled by that existing amongst the devotees of any other sports.

Again, outboard motor boating is quite inexpensive as compared with other sports. A complete racing outfit can be purchased new for \$60, and such an outfit, even in the hands of a comparatively inexperienced driver, is capable of a speed of 33 miles per hour.

The same motor which is used for racing can be employed for driving another boat when required. You can attach it instantly to a roomy displacement boat and take a dozen of your friends for a jolly cruise. An outboard motor is godsend on a holiday as it enables one to enjoy all the pleasure of the water without the necessity for exhausting and monotonous rowing.

Although the driving of an outboard racing boat appears to the uninitiated to call for a great deal of skill and nerve, it is surprising how quickly the novice acquires confidence. It was with a feeling of some trepidation that I entered for the first women's race held at the Welsh Harp last season, especially as I had only been out in a hydroplane two or three times. I quickly found, however, that the handling of such a boat was a much more simple matter than I had anticipated, and I had no difficulty in winning the race.

Cost of The Sports
A little while afterwards while at Dover with the Hon. Mrs. Victor Bruce, who was trying out her outboard motor in preparation for the double crossing of the Channel, which she afterwards so successfully performed, I tried my hand at driving one of the little square-bowed skimmers which carried off all the honours in B Class racing last season.

These boats, resembling large tea-trays more than anything else, have anything but a safe appearance, in spite of their flimsy appearance, these little sleds are really a good deal safer than some boats of much greater size and more solid build.

An ideal boat for fast cruising is a 14-ft. single-step hydroplane, the cost of which, in mahogany, is from \$30 to \$40. Such a boat is capable of 25 m.p.h. with the driver only, and 18 m.p.h. with four people aboard. The cost of the motor is only \$40.

An outfit of this description provides excellent sport as a family boat, or for three or four friends. It can be easily towed on a trailer behind even a light car. The cost of such a trailer is about \$18. The engine and all equipment are stowed inside the boat, thus avoiding overcrowding in the car.

A space can usually be found in the garage in which the boat can be housed, but even if it is stored in a boathouse, the cost of storage will only be about £5 or £4 a year, and is sometimes considerably less.

Mobility of The Outboard

The owner of boat and trailer is able to enjoy all the pleasures of boating on river or sea, although living many miles from navigable water. A trailer is also a great convenience for the outboard racer, as it enables him (or her) to compete at race meetings in all parts of the country without going to the trouble and expense of sending boats by rail.

For women who are not motorists, and who do not wish to go in for outboard racing, there is a great deal of fun to be had in keeping an outboard dinghy or punt on the upper reaches of the Thames or some other river. This is especially attractive for the woman with a family of children, who can arrange healthy and enjoyable outings and picnics for the kiddies.

Success of Women Drivers

Although the company of women outboard motorists has up to now been comparatively small, they have many successes to their credit. Perhaps the most notable feat of last year was the Hon. Mrs. Victor Bruce's double crossing of the Channel. Using a 12-ft. single-step hydroplane for her novel venture she crossed from Dover to Calais in 55 minutes, turned round, and came back to Dover in 50 minutes. The big-motor passenger outboard escort boat was left behind at the start, and Mrs. Bruce was unaccompanied throughout the trip.

Another successful woman outboard driver is Miss Zoo Liversey, who secured several successes at race greatly admired amongst the outboard fraternity for the skill with which she handles her craft. In America Miss Helen Henschel is perhaps the best known of all the outboard racing drivers, male or female, and has an immense number of victories to her credit.

If a comparatively small number of women drivers can show such a successful record, it appears as though the men will have to look to their laurels this season!

MOTOR FENDERS

REPUTATION NOW
ESTABLISHED

The manufacturing business of "J. M." fenders for motor vehicles is to be developed and expanded by a company formed with a similar title which is issuing, at par, 940,000 Ordinary shares of 2s. each.

It is pointed out in the prospectus that owing to the incidence of taxation the greater number of cars are of the small or medium class, for which the relatively heavy fenders or bumpers commonly in use are unsuitable.

The difficulty of securing a fender sufficiently light to be fitted to the smallest car, and yet strong enough for the heaviest vehicle, it is claimed, has been overcome by the production of the "J. M." fender, which is made of a special alloy, tests of which show a tensile strength 25 per cent greater than steel, with only one-third of its weight. It has the advantage of being rustless, and is mounted on spring buffers by a special patented device in a way that is claimed to render it capable of absorbing shock to a degree not reached by any other bumper.

Increasing Business

Although trading with limited resources, and with practically no advertising, the vendors, it is stated, are doing a satisfactory and increasing business, largely as a result of customers' recommendations, and the reputation of the fender is regarded as definitely established. To assure the already active co-operation of a large body of the motor trade in developing sales, arrangements have been made for the services of many established garages. One of the principal railway companies has specified for the inclusion of "J. M." fenders in the equipment of road passenger coaches now being built, and negotiations with another railway company are well advanced. A net profit of £45,000 is estimated for the first year's working, while the purchase price of £36,000 is to be satisfied by a cash payment of £10,000 and 260,000 shares.

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Get behind the wheel
and Get the facts!

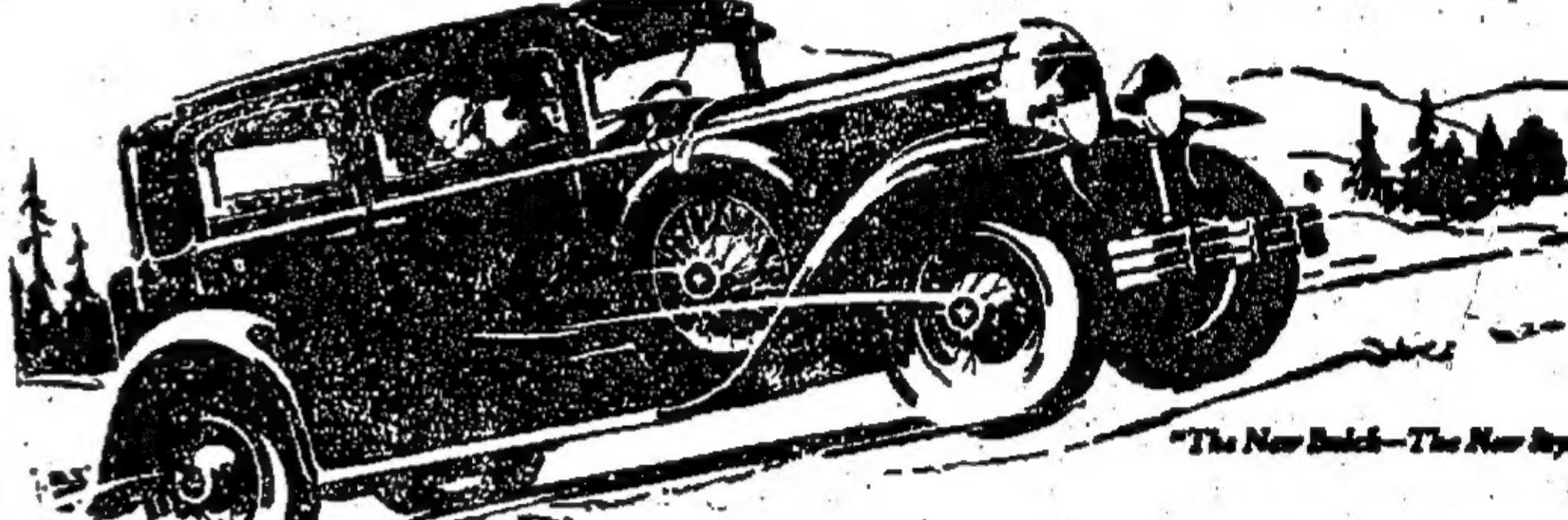
Buy your car on
a business basis--
check power, getaway, swiftness,
hill-climbing -- in actual tests-- that's all that's needed
to prove Buick
Superiority!

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



"The New Buick—The New Style"

Buick

WITH MASTERSPIECE BODY BY FISHER

DRAGON MOTOR CAR COMPANY LTD.

33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

SEAGRAVE RETIRES

FAMOUS MOTORIST TO GIVE
UP RACING
HOLDER OF RECORD

Permanent retirement from motor racing has been announced by Major Sir H. O. D. Segrave, who set the world's record of 231.36

DON'T WASTE
WATER!

miles an hour at the recent Florida tests.

After competing in the motor boat races he returned to England and is now devotee himself to a cement business, continuing power boat racing as a hobby.

Speaking of the "Golden Arrow" after its record run, Major Segrave said the factor of safety in the tyres was 25 seconds and the life of the engine at full throttle was 30 minutes. The total life of the engine was six hours.

Travelling on Motor Cycle



A successful motor cycle trip from Hangchow to Soochow was recently made by Mr. H. Volbrath and Mr. H. Ruperti. Top: effecting a crossing over one of the gaps in the dike; bottom: spectators in the country following the party. Another of the countless bridges crossed en route from Hangchow to Soochow.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C. 4759.

BUCICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C. 4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.

VAUXHALL.—Lane, Crawford, Ltd.</

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents:
REPUBLIC MOTOR COMPANY
OF CHINA.
30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, MAY 16, 1929.



LONDON SERVICE

"DIOMED" 28th May Miles, Calais, London, Rotterdam & Hamburg
"AENARIS" 11th June Marseilles, London, Rotterdam & Glasgow
"PER-EUS" 25th June Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE

"GLACIUS" 3rd June Grano, Havre, Liverpool & Glasgow
"CYCLOPS" 20th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

"KOBRA" 1st June Victoria, Vancouver & Seattle
"STYX" 1st June Victoria, Vancouver & Seattle
"PROTEUS" 20th June Victoria, Vancouver & Seattle

NEW YORK SERVICE

"NILEUS" 5th June New York, Boston & Baltimore
"MACHAON" 3rd July New York, Boston & Baltimore

INWARD SERVICE

"TYDEUS" Due 20th May For Shanghai, Moji, Kobe, Yokohama
"SARPEDON" 11th June Singapore, Marseilles & London
"MEDON" Due 20th May For Shanghai, Moji, Kobe & Yokohama

PASSENGER SERVICE

"ARNEAS" 11th June Singapore, Marseilles & London
"SARPEDON" 10th July Singapore, Marseilles & London
*Sells at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAIL.

From Per

THURSDAY, MAY 16.

Shanghai and Amoy Yingchow

FRIDAY, MAY 17.

Japan, Shanghai and Europe via Siberia (London, 22nd-27th April) Kamo Maru

Shanghai and Swatow Shantung

SATURDAY, MAY 18.

U.S.A., Honolulu, Japan and Shanghai President Hayes

SUNDAY, MAY 19.

Europe via Negapatam (Letters and papers, London, 18th April) Medon

MONDAY, MAY 20.

Straits and London (Parcels, 11th April) Tydeus

U.S.A., Honolulu, Japan and Shanghai Taiyo Maru

U.S.A., Honolulu, Japan and Shanghai President Jefferson

Manila President McKinley

OUTWARD MAIL.

For Per

THURSDAY, MAY 16.

Saigon Tai Fook Sing 4.30 p.m.

Hoihow, Pakhoi and Haiphong Soliviken 5 p.m.

FRIDAY, MAY 17.

Saigon and South Africa Santos Maru 8.30 a.m.

Hoihow Svala 8.30 a.m.

Japan Tango Maru 9.30 a.m.

Shanghai and Europe via Siberia (London, 22nd-27th April) Hanyang 1 p.m.

Swatow, Amoy and Foochow Hai Ning 2 p.m.

Hoihow and Haiphong New Mathilde 5 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles Kamo Maru

(Due Marseilles, 17th June.)

K.P.O.

Registration May 17, 4.30 p.m.

Letters May 18, 9 a.m.

G.P.O.

Registration May 18, 8.45 a.m.

Letters 9.30 a.m.

MAY 18.

Hosang

Parcels May 18, Noon

Letters 1 p.m.

MAY 19.

Yingchow 9 a.m.

Amoy Hoan Maru 9 a.m.

Swatow and Bangkok Kwangchow 9 a.m.

MAY 20.

Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco and Europe via Siberia President McKinley

(Due San Francisco, 12th June.)

Parcels May 20, 11 a.m.

Registration 11.15 a.m.

Letters Noon

*Correspondence bearing vessel's name only.

EXCITING SOCCER IN MADRID

ENGLAND BEATEN

CIVIC GUARDS REPEL FRANTIC CROWD

DRAWN SWORDS DISPLAYED

Madrid, Yesterday. An International Association football match was played here before a most enthusiastic crowd. The ground could have been filled twice over. As it was there was a queue a mile long, 40,000 persons being present.

Spain beat England by four goals to three.

At half-time England, which was represented by a strong international side, led by two goals to nil.

There was intense excitement when Spain levelled up the scores five minutes from the finish.

The crowd surged on to the pitch and endeavoured to embrace the scorer, but they were chased off by Civic Guards with drawn swords.

The crowd repeated the scene when Spain scored the winning goal just before the finish, but the Police drew a cordon round the pitch and the Civic Guards escorted the Spanish players from the field to the dressing room which they guarded.—Reuter.

ATLANTIC FLIGHT

"GRAF ZEPPELIN" & FRENCH GOVERNMENT

PERMISSION GRANTED

Berlin, Yesterday. The French Government has now given permission for the "Graf Zeppelin" to cross the frontier between 7 and 9 a.m. The airship, which bad weather has prevented taking the Holland and Britain route, may however take the latter course if the weather improves.

The French attitude is attributed to the fact that on the last occasion the pilot, Dr. Eckener, deviated from the specified route and flew over the fortress of Besancon and the engineering works at Creusot, because of which a diplomatic protest was lodged. Dr. Eckener explained that the meteorological conditions had compelled the deviation. The Zeppelin's freight includes one grand piano.—Reuter.

PLANTER MURDERED

SHOCKING TRAGEDY IN DUTCH EAST INDIES

A BRITISH SUBJECT

Singapore, Yesterday. Mr. James William Fletcher, the British manager of a Chinese-owned rubber and pineapple estate on the island of Rioh, in the Dutch East Indies, has been brutally murdered by a crowd of Chinese armed with Malay sheath-knives.

Eight arrests have been made.—Reuter.

THEIR MAJESTIES

THE KING SUSTAINS THE JOURNEY TO WINDSOR

CHEERED LUSTILY

London, Yesterday. Their Majesties' 60-mile journey to Windsor was accomplished in 2 hours, 20 minutes.

The King, looking bronzed and well, briefly replied to the civic addresses at Bognor and Windsor, and showed no signs of fatigue on his arrival at the Castle.

Fluttering of handkerchiefs and bursts of cheering greeted Their Majesties throughout the journey.

The car went "dead slow" through every village and hamlet, the King raising his hat in response to the greetings. Showers of rose petals fluttered from windows of Windsor and quickly covered the top of the car which stopped at

Degrees

Temperature, 10 a.m., to-day	73
Temperature, 2.30 p.m., yesterday	73
Humidity, 10 a.m., to-day	96
Humidity, 2.30 p.m., yesterday	94

FLYING AS MEANS OF TRAVEL & SPORT

'THE DAY WILL COME'

COBHAM TO MAKE A TOUR THROUGHOUT BRITAIN

SIR C. WAKEFIELD'S INTEREST

London, Yesterday. In a large De Havilland aeroplane, Sir Alec Cobham starts today on a three months' tour of Great Britain with the object of arousing municipal interest in flying in a hundred towns.

In addition to flights, which will be given to local authorities, Cobham will be able, through the generosity of an anonymous donor, to give 100,000 free flights to school children and these will range from 50 to 300 per town according to the basis of school population.

Sir Charles Wakefield yesterday christened Cobham's air liner "Youth of Britain" and, in doing so, said that while the immediate object of the tour was to investigate landing ground possibilities and to demonstrate flying prospects to all the larger towns in Great Britain, the direct appeal which would be made to boys and girls would, in the long run, do even more to assist imperial aviation. The day would come when flying as a means of travel and as sport would be accepted as a commonplace of life.

Youth would herald that day and this tour would help enormously by arousing the keenness and energy of youth upon flying.—British Wireless Service.

POPULAR DEMONSTRATION

The King was obviously much moved by the popular demonstration of interest in his welfare and the delight at his recovery, which he witnessed.

NO SIGNS OF FATIGUE

It was officially stated at Windsor Castle that the King had borne the journey well and had shown no signs of fatigue.

The King and Queen will spend the next few weeks quietly at the Castle. Usually when the Court is held at Windsor there is much visiting, but during the King's present stay visiting will be modified on the advice of His Majesty's doctors.

NOT TO ATTEND ASCOT

It is definitely stated that the King will not attend Ascot Race Meeting, which is the chief social event of the season and takes place in the middle of June. It is expected that His Majesty will have removed to Sandringham before then.—British Wireless Service.

An enthusiastic farewell was extended to Their Majesties upon their departure from Bognor for Windsor.—Reuter.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 5/16.

SUN YAT-SEN

STAMPS TO COMMEMORATE STATE BURIAL

ON SALE ON MAY 29

Shanghai, Yesterday.

A report from Nanking says that stamps to commemorate the state burial of Dr. Sun Yat-sen have been printed and will shortly be distributed to the Post offices all over the country. Their sale will begin on May 29. In the centre of the stamp is a picture of the Sun Yat-sen mausoleum.—Reuter.

SIR MILES LAMPSON

TO ATTEND SUN YAT-SEN'S BURIAL

Peking, Yesterday.

Sir Miles Lampson has left for Shanghai by sea in order to be present at the interment of Dr. Sun Yat-sen.—Reuter.

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS

ILLUSTRATED.

25 cts.

25 cts.

ALSO, AT ALL PERFORMANCES:
WONG WON SANG CHINESE MAGICIANS IN A SERIES OF MYSTIFYING ILLUSIONS.
AT **THE MAJESTIC** TO-DAY & TO-MORROW at 2.30, 5.20, 7.15 and 9.15 p.m.

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in
THE COSSACKS
RENEE ADOREE
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<p